
K·C·S·
CURRENT EVENTS
AN INDUSTRIAL AND AGRICULTURAL
MAGAZINE

"PUT YOURSELF IN CLOVER"

Buy all the land you can afford to own in our Sunny Uplands of Louisiana—land in an Ideal Climate, Gulf Breezes, Ample and Seasonable Rainfall, Sure Crops, a Great Variety of Valuable Products, Excellent Drainage, an Abundance of Pure Soft Water, Unusually Good Health Conditions, near Good Schools and Churches, with Railroad and Market Facilities.

SOME OF OUR PRODUCTS:

Excellent tame Grass Pastures of Clover and Bermuda Grass, Corn, Oats, Cattle, Sheep, Hogs, Horses and Mules, Poultry, Cotton, Sugar Cane, Garden Truck and Vegetables, Irish and Sweet Potatoes, Peaches, Grapes, Figs and Oranges.

In the month of May last year we conducted the first land-selling excursion to our Sunny Uplands of Louisiana.

That was to a tract of about 21,000 acres near Carson and DeRidder.

We have sold that tract to more than 200 good, representative Northern farmers and investors.

We are now colonizing another tract of 26,000 acres only 10 miles South of the first tract.

The Kansas City Southern Railroad runs for a distance of 8 miles through this new tract.

It is a fine body of land and is exceptionally well located.

We are selling this land in subdivisions of not less than 40 acres at $15.00 to $20.00 per acre.

TERMS: One-fourth cash, balance in five equal yearly payments, with interest at six per cent.

Write to us for information about our regular land buyers' excursions and for complete descriptive advertising matter.

Local Representatives Wanted.

AMERICAN FARM LAND CO.

SUNNY UPLANDS OF LOUISIANA

Local Representatives Wanted.

217-218 Commerce Bldg., Kansas City, Mo.

Beaumont, Texas

Is Forging Rapidly to the Front

BEAUMONT

Beaumont, Texas, is located on the southern border of the great Texas Lumber Belt, less than thirty-five miles from the Gulf of Mexico. The population now is close to thirty thousand and is increasing steadily. Five large trunk lines and eleven diverging lines supply Beaumont with 84 trains daily. Beaumont has many manufacturing industries, with an aggregate investment of over $12,000,000.00, whose pay rolls amount to over $4,000,000.00 annually. Thirty miles of well paved streets furnish highways for traffic as well as pleasure. Beaumont has the lowest death rate of any city in the United States whose populations are between 10,000 and 390,000.

In less than five months Beaumont will have the greatest inland port in the world for boats that carry twenty-five feet of water. Huge dredges are now at work completing the forty-three-mile channel to the Gulf. When this is finished work will begin on an immense turning basin, where sixty miles of wharves and slips are possible at a nominal cost. Thus you can readily see that Beaumont is the logical port to serve the great southwest and central states.

Huge Government Dredges are working day and night completing a river channel to the sea

JEFFERSON COUNTY

Jefferson County, of which Beaumont is the county seat, contains 490,957 acres of fine, productive soil, in which rice, cotton, corn, sugar cane, strawberries and other fruits grow abundantly. Over 80,000 orange trees and 200,000 fig trees are producing bountiful crops for their owners every season. In the county there are over a hundred miles of fine shell roads and 410 miles of well graded dirt roads, which make it possible for the farmer to visit his market at any time. Being in the Gulf Coast Country the land slopes gently to the sea and is irrigated perfectly with over 200 miles of irrigation canals and laterals with average pumping capacity of 150,000 gallons per minute. The average temperature in twelve years is 68.8—ten months without frost, making several crops possible in every twelve months. The rainfall is plentiful and prevailing winds blow from the southeast nine months in the year, sweeping the country with a delightfully cool Gulf breeze both night and day. Information about Beaumont and its immediate territory will be sent to you cheerfully upon request. Learn more about the land of sunshine and flowers.

In less than six months boats that carry 25 feet of water will visit Port Beaumont and carry our manufacturers' products to every country in the world

We'll send the whole story in booklet form for the asking

Beaumont Chamber of Commerce

CURRENT EVENTS

Published Bi-Monthly by the Immigration and Industrial Department of

The Kansas City Southern Railway Co.

Circulation Guaranteed to Average More Than 10,000 Copies Each Issue.

Advertising Rates in Current Events

Effective After January 1, 1915.

SINGLE INSERTIONS.

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4 inch,	single column, one time.	7.50
8 inch (½ page),	one time.	15.00
16 inch, or one page,	one time.	30.00

Classified Land offerings and Hotel notices, 20c per line.

Fourteen Agate lines to the inch. Pages are 5⅛x8¼ (magazine size), containing two 13½ em 8-inch columns, of 112 lines each.

On annual contracts for one-half page or more, cuts and illustrations will be furnished without additional charge. Two inch and larger advertisements may be run in double column. Bills for advertising will be rendered at the publication date of each issue.

All checks, remittances, etc., payable to

H. VISSCHER, Treas. K. C. S. Ry.
Kansas City, Mo.

ADDRESS

Editor Current Events,
Kansas City Southern Building, Kansas City, Mo.

GIVES AS MUCH LIGHT AS 3 COMMON BURNERS & IS FREE FROM SMOKE-ODOR

Makes the home bright and cheerful

TRIPLE LIGHT COAL OIL LAMP BURNERS

THIS burner is one of the most wonderful inventions of the Twentieth century. There's no other article so appreciated in the home as good light. It is a great blessing to work and read by. This wonderful burner fits any ordinary coal oil lamp or lantern—it gives three times as much light and doesn't burn any more oil. Put three of your lamps together and you'll quickly see what a change this burner will make in lighting your home. We know you'll want some of them—and through fortunate arrangement we were able to secure a large quantity so low we can afford to give them away to our subscribers. It is doubtful if we can secure another supply so favorably, and unless we can, we will be obliged to withdraw this offer when our supply is exhausted. We want you to be sure to send in for one or more while they last. Tell your neighbors, too, you will be doing them a real favor as well as us.

Remember—They're Free

5000 Of These BURNERS GIVEN AWAY Absolutely..... FREE

TO ALL NEW AND RENEWAL SUBSCRIBERS OF

PROFITABLE FARMING

WE want every farmer in Missouri, Kansas, Iowa, and Nebraska to read our FARM FAMILY PAPER because we know it will help you to raise bigger and better crops—including better crops of boys and girls. Keeps you informed on all latest things in successful agriculture, contains instructive departments on Dairying, Poultry Raising, etc.,—also how to market your crops for more money, hundreds of other things you ought to know.

PROFITABLE FARMING is published TWICE A MONTH, and regular subscription price is 50c year. We want your subscription NOW—and to get it QUICK we are going to make you the one best offer ever made you by a high class publication.

TAKE YOUR Choice

No. A—1 FULL YEAR—24 issues, One TRIPLE LIGHT BURNER, **For 30c**

No. B—2 FULL YEARS—48 issues, Two TRIPLE LIGHT BURNERS, **For 50c**

No. C—3 FULL YEARS, 72 issues, Three TRIPLE LIGHT BURNERS **For 75c**

No. D—4 FULL YEARS—96 issues, Fife TRIPLE LIGHT BURNERS, **For $1**

REMEMBER, on any of above you get paper at half price and wonderful triple light burners FREE.

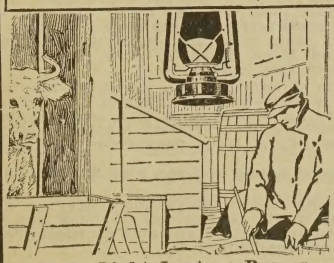
Same burner does not fit lamp and lantern—there's two styles. We will assort your order as you wish—state how many of each.

IMPORTANT NITICE—These wonderful bargain offers are good long as supply of burners last; you must take advantage at once.

Don't delay sending your name, address, P. O. order, dollar bill, coins, or stamps.

PROFITABLE FARMING
Dept. F., St. Joseph, Mo.

Important Notice—On subscribers now getting paper—unexpired subscriptions extended accordingly.



Triple Light Lantern Burner

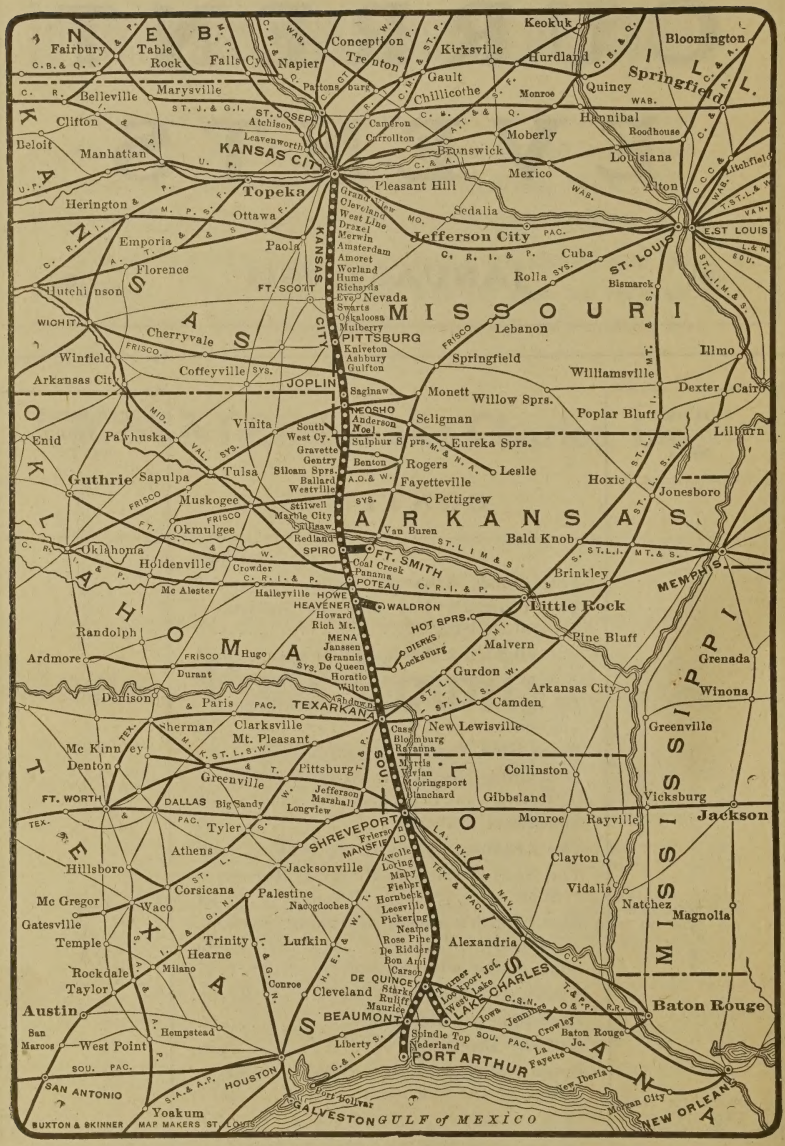
CURRENT EVENTS

JANUARY, 1915

VOLUME FOURTEEN
No. 1

CURRENT NUMBER FIFTY

CONTENTS



MAP OF THE KANSAS CITY SOUTHERN RAILWAY.

Fort Smith, Arkansas, 1915

By the Fort Smith Ad Club Publicity Committee,
Fort Smith, Arkansas,

Any enterprise that has merit is assured in advance of the active and enthusiastic support of Fort Smith's three great commercial bodies—the Fort Smith Ad Club, the Business Men's Club, and the Noon Civics Club—whose membership includes practically every active and substantial business and professional man in the community—men who have banded themselves together to do big things in a big way.

Interested parties who have a business proposition that is backed by substantial men, and who desire to locate a factory or other enterprise in a live city, should visit Fort Smith and investigate the claims which are made for it.

Fort Smith has magnificent free factory sites to offer, with railroad switches already laid. Fort Smith has ample timber, natural gas and an inexhaustible supply of soft water.

Fort Smith is a modern city, with paved streets throughout; enterprising builders, who have erected standard, up-to-date skyscrapers. Fort Smith has the largest and finest high school in the entire Southwest. It has magnificent boulevards and wonderful dwelling houses.

Fort Smith has a splendid street car system, fine hotels, and Fort Smith is a healthful city in which to live.

One of the greatest advantages that Fort Smith enjoys is its ideal location, which affords it a climate so mild that almost nine months of the year vegetation is growing in the open. There are no months of wintry weather, only occasional freezes, and the cold weather is spread over a few months that protect the earth and give it sufficient moisture to last throughout the summer months—never an excessive condition of heat, cold, rain, snow, etc.

GARRISON AVENUE, FORT SMITH, ARK.

PLAZA FACING GARRISON AVENUE, FORT SMITH, ARK.

Fort Smith has a population of 32,500, and a very small percentage of which is colored. The jobbing business of Fort Smith runs over forty million dollars annually. In fact, Fort Smith is one of the largest jobbing centers in the Southwest in groceries, hardware, dry goods, furniture and other lines. A jobbing and manufacturing center is determined by transportation facilities, and Fort Smith has six main trunk lines and three extensive lines from 75 to 300 miles in length, with headquarters and terminals at Fort Smith.

The system of schools is unsurpassed by any city in the Southwest, with the high school costing half a million dollars; the graded schools of the best brick construction, and the whole system equipped with the most modern facilities throughout.

Fort Smith is a city of homes, churches and schools, and a good place in which to live. Fort Smith is also a splendid retail center, with department stores equal to those of cities twice the size.

The Government post office, federal buildings, court house, libraries, banks and hotels are modern and sufficient to meet the needs of a city much larger than Fort Smith.

Fort Smith, the natural gateway to the growing Southwest, is easily the most important factory city in this entire section. The natural resources, abounding on all sides, are the solid foundation which go to make Fort Smith the factory point that it is. Varied resources, such as coal, timber, natural gas, etc., make it the ideal point for the manufacturer to locate in Fort Smith. There are splendid openings for cotton, paper, hosiery and rolling mills, magnificent opportunities for shoe, wire fence, metallic bed, sash and door, finished handle, fruit crate, box, buggy and agricultural implement plants, for potteries, building and paving brick, sewer tile, roof tile, wheelbarrow, heavy truck wagon, nail and screw and glass plants, for paper box, match, structural iron, shovel, furniture specialties and furniture veneer plants, oval wooden dish, picture frame and moulding plants, a horseshoe factory and lime kilns.

Fort Smith has factories at the present time, many of them being included in the above list, but we are working toward the goal of having all lines represented in our working plants. Furniture plants are one of our biggest lines of trade, and rank with the best in the land. The Fort Smith Wagon Company is rated as the largest of its kind in the entire West. Fort Smith is the center of a large coal producing section, and thousands of coal miners are employed within a small radius. Radiating from Fort Smith and affording transportation to the coal mining districts are the Little Rock and Fort Smith branch of the Iron Mountain railway, with spurs and branch roads to the mines at Denning, Coal Hill, Spadra and Russellville; the Arkansas Central extending south of the river from Fort Smith to Paris, the Greenwood branch of the Iron Mountain leading to the mines at Jenny Lind, the Mansfield branch of the

St. Louis & San Francisco affording transportation to the mines at Bonanza, Hackett, Huntington and Montreal, the Midland Valley from Hackett east to Greenwood and thence south past Montreal and Midland to Hartford, the Fort Smith & Western and the Waldron branch of the Kansas City Southern, the latter touching the extreme southern part of the field. In 1840 but 220 tons of coal were mined in the entire state. This aggregate had decreased to 200 tons in 1860. Today the average yearly production is something over three million tons. Of this total, Sebastian county alone mines 1,250,000 tons, at an average price per ton of about $1.50. Employment in the mines of Sebastian county alone is given to an army of at least 3,000 men.

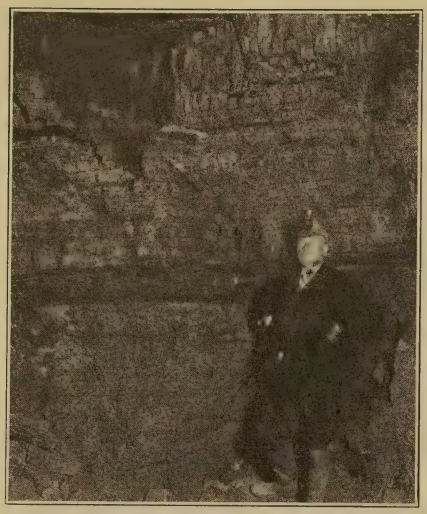
The question which is highly important to the manufacturer is that of a buying market, the market from whence he obtains his raw material. Fort Smith is located at a most convenient point as a market center, and has eight different railroads for the marketing of its products. The cost of production is very low, as Fort Smith has a daily flow of natural gas amounting to two hundred million cubic feet, which is available to the manufacturer at a fixed rate of 5 cents per thousand feet. This, with the large coal fields at our very door, makes Fort Smith the natural point to locate with these facilities so close at hand. The manufacturer wishing to make a most desirable change will look the field over here at Fort Smith and locate in one of the most thriving communities in the entire Southwest. We have plenty of industries, but we want more. You are extended a most cordial welcome to visit Fort Smith and see for yourself.

Fort Smith is fortunately situated with reference to agriculture and horticulture and live stock farming. The soils, rainfall and climate are all conducive to all-year-round grazing opportunities and diversity of crops.

The greatest fruit belt of the world lies just to the north of Fort Smith, in Crawford, Washington and Benton counties. The 1914 apple crop of Northwest Arkansas aggregated 5,000 cars. The berry and peach shipments and other fruits from the Fort Smith district were also heavy, running into the hundreds of carloads. At the same time grain crops, corn and live stock farming are very profitable, and are followed by a great majority of the fruit growers.

INTERIOR WESTERN WHEELBARROW WORKS, FORT SMITH, ARK.

The Arkansas River separates Fort Smith and Van Buren, and intersects a great, rich bottom land territory. Here alfalfa, corn, potatoes, cotton, oats, cow peas and many other crops are grown very successfully. Here we have an acreage of corn running around 50 bushels per acre. Alfalfa fields are cut on an average five times



COAL MINE, FORT SMITH, ARK.

yearly, and yield from a ton to a ton and a half to a cutting. For grazing, Bermuda, lespedeza, clovers and a great variety of grasses grow, offering splendid hay crops and pasturage.

The potato crop produces splendid revenue, having a yield of a half to three-quarter million bushels annually from the Fort Smith field. The Red Bliss Triumph is planted in the early spring, from the middle of February to the first of March. Digging commences about June 10th, and a very fine variety of potatoes is grown, reaching the Northern markets in time for best prices. A second crop is planted August 1st to 10th and produces from 50 to 75 bushels per acre, and sells around $1.00 per bushel.

The cantaloupe crop from the Fort Smith district runs into several hundred cars annually, and for flavor, quality and commercial purposes the cantaloupes grown in this section are unsurpassed by the best Rocky Ford.

Sweet potatoes grow in abundance in this region, two to three hundred bushels per acre, and we find also practically every form of vegetable, the tomato being one of the splendid crops, supplying many canneries and home markets. The Stone variety of tomato is grown particularly for the canneries, and there is an unlimited market for the canned products of this vicinity.

The greatest sorghum mill in the world, that of the Best-Clymer Mfg. Co., has just been erected at South Fort Smith. This year the planting amounted to about 1,200 acres, and next year the acreage will be doubled or trebled, as the mill will handle several thousand acres. A big cannery is also on the program for Fort Smith, which will handle sweet potatoes, tomatoes, beans, peaches, strawberries, etc.

This section is especially adapted to poultry and hog raising; cattle, half breeds, such as Shorthorns; in fact, all kinds of live stock are raised with profit in this territory. Tick eradication is going on, and this section will be free from the cattle tick in the next year.

Fort Smith offers a splendid market for orchard, farm and garden products and has a state marketing bureau, known as the Ozark Fruit Growers' Association, J. W. Stroud, secretary, to handle the great shipments of fruit and vegetables, sending them into the Northern and Eastern markets.

Fort Smith is growing into a large city, and with the movement for diversified farming in its trade territory, more stock and less cotton, there is almost no limit to what the growth of this city may reach. No city can grow permanently without agricultural territory to draw from, and Northwest Arkansas is highly favored along this line.

As evidence of this fact, this section of the state won all the county prizes at the state fair at Hot Springs and 87 per cent of all the orchard and farm exhibit prizes. The Government club work, farm demonstration work, College of Agriculture at Fayetteville, railroad agricultural experts and the Arkansas Fruit & Farms, a publication of Fort Smith, are all backing the movement for diversified farming, more live stock and less cotton, with the idea that Arkansas can and will feed herself and have a great surplus of grain and live stock and cotton for export.

Farm lands can be bought all the way from $15.00 per acre up; partly improved farms selling at $35.00 to $50.00 per acre, and some of the most highly cultivated land, improved, is bringing $100.00 per acre. According to Prof. Perry G. Holden, Arkansas land will be eventually worth as much as Iowa farms, because it will produce all crops they do equally as well, and grow two crops annually.

Information concerning any specific resource of the Fort Smith territory will be cheerfully furnished by the Fort Smith Ad Club, the Business Men's Club and the Noon Civics Club, all at Fort Smith.

The Farmer's Boy and the Agricultural College.

Every boy reared on a farm should have some ambitions of his own, and most of them have. Many contemplate a future residence in the cities, while others seem to be content with life on the farm. The boy who ultimately goes to the city, on arrival there, soon learns that whatever he may engage in the essential consideration is that he knows his business, whatever that may happen to be. If he is enterprising enough to acquire that knowledge within a reasonable time, his prospects for ultimate success may be considered good.

The boy who remains on the farm does not always have the opportunity to learn that he lacks knowledge of many things combined to make a successful farmer. The methods in use on the farm he has been familiar with since infancy. They have brought results after a fashion and have always required much physical labor. He may like it and may remain a farmer all his life, or he may conclude after a trial that he would rather be doing something else to gain his livelihood. It has never occurred to him that there may be better and easier ways of doing things and that better results may be obtained if one used his head as well as his arms and legs in farming operations, and has probably never heard of "misapplied energy."

It is not the man who does the hardest work who gets the best results, but rather the man who works intelligently, who does no unnecessary work, but makes every stroke count, because he knows how to get the largest results with the least expenditure of energy. The man lacking this knowledge works with dull tools, puts in three strokes where one should be sufficient.

The boy who remains on the farm should realize that it is just as important for him to know his business as it is for the dwellers in the towns to know theirs.

The State Agricultural College is the place that should be of great interest to the boy on the farm. Farming is a business akin to manufacturing, and it requires a specific knowledge of this business to be successful and to enjoy the success. The agricultural college teaches the why and wherefore of hundreds of familiar things and makes the business of farming a far more interesting pursuit than many other lines of business, because very few kinds of human endeavor present such a variety of subjects for study and research. The man who understands gets a life's enjoyment out of it; he who gropes in the dark and does things without knowing why he does them, sees nothing but drudgery ahead, because his range of vision is limited.

The knowledge acquired by thousands of men is stored for use in the colleges, and here is the opportunity for the boy from the farm to become acquainted with his business, to become acquainted with the soils and what they are good for, how they may be improved, how they should be cultivated and fertilized; the planting, harvesting and marketing of the standard field crops, the proper care of live stock of all kinds, the use of the silo, dairying, poultry raising, fruit and truck growing, the uses of farming implements, and hundreds of other things a man in the business of farming ought to know.

A course in an agricultural college gives the boy from the farm the same general educational training which the boy in the city receives, but in addition thereto he receives a course of technical training which will enable him to farm successfully, because he knows how to steer clear of the mistakes his elders have made and has a practical knowledge of the economics of agriculture.

The graduate from an agricultural college, knowing where to look for the leaks in the agricultural operations, and how to stop them, soon realizes that intelligent farming yields a greater profit on the capital invested than any other line of business. The old-time notion that the fool of the family would make a good farmer or a curate was entirely wrong, for it takes a bright man to make a success on the farm. To the man properly trained, life in the country is the ideal life, and having good health, it promises greater rewards in actual money returns and contentment than any other vocation. It takes only a short time to realize that civilization begins and ends with the plow and that the farmer's place is the most responsible position in the world. He is the one that feeds and clothes all his fellowmen, and

without him civilization goes to rack and ruin.

To perform his duty intelligently he needs a better understanding of it, and the first ambition the boy on the farm should have should be to acquire that understanding. A course in the State Agricultural College will enable him to better perform that duty which he owes to himself and to him fellowmen.

Consolidated Schools in Louisiana.

The central system of country schools has been used in several parishes (counties) of Louisiana for a number of years, with most gratifying results. Instead of having the ordinary district school, several districts are consolidated and a modern school building, properly equipped, is provided and an efficient staff of teachers is employed. The advantages obtained by this system are obvious. There are several of these central schools in Caddo, DeSoto and Sabine parishes and in points of grade and efficiency they are equal to those of the larger cities. Transportation to and from the central school is provided by the school authorities, free of cost to the children.

How the central schools are organized is shown in a letter from Mrs. D. H. Rust, of Pelican, Louisana, to "Farm Life" published in Spencer Indiana.

"Pelican is a little town—population 150 in 1910—in DeSoto parish, some fifty miles south of Shreveport. There was nothing, a few years ago, to distinguish Pelican from a multitude of other little towns, and littler towns, all over the country.

" 'We are poor people,' writes our correspondent, "just ordinary one-horse farmers, most of us—but we have built up one of the best schools in northwest Louisiana, and have built up the community with it.'

"Then our correspondent tells how they did it, and we wish all other school districts in Farm Life's big circle could take the lesson to heart.

"The bare facts are that three school districts were consolidated—those of Pelican, Evergreen, and Sunny South—first voting a three-mill tax, and afterwards adding two mills to the levy. Some people protested at the taxation at first, but what is a five-mill tax for a community improvement where 'land has trebled in value, and every home shows the stamp of progress on one way or another!'

"And now we will let our correspondent, who is a farmer's wife, tell of the miracle at Pelican in her own way.

" 'THE SCHOOL IS THE MASCOT OF OUR COMMUNITY.

" 'By Mrs. D. H. Rust, Pelican, Louisiana.

" 'It was a long stride toward the educational progress when our village school of two crude rooms, poorly lighted and ventilated, truly 'a ragged beggar by the roadside sunning,' was replaced by a commodious building of modern type of school architecture, containing on the first floor an auditorium thirty by sixty feet, and furnished in every room with the most approved school equipment.

" 'There were three struggling schools in our own and neighboring vicinities, none of them being financially able to support a decent building nor to run a term longer than five months. Leading spirits of the respective communities held a mass meeting to devise ways and means of raising the educational standard of their schools. To consolidate and vote a local tax was the only hope. This was not accomplished without opposition. Neighborhood jealousies and conflicting interests interfered with the plan.

" 'After much wrangling, dissensions and concessions the vote was carried. The local tax enabled us to employ the best talent that our State Normal turns out and to lengthen the term from five to nine months in the year. Also, the local tax pays for conveyances to bring the children from outlying districts to school. The auditorium is the common property of young and old alike to hold meetings, enjoy concerts, sociables and other entertainments and unite the different communities in a feeling of brotherhood and love.

" 'Good roads have been built within a ten-mile scope, land has trebled in value and every home shows the stamp of progress in one way or another.

" 'We women wanted to install a library, and little by little we have added to it until now it contains five hundred volumes of choice literature, besides two sets of encyclopedias.

" 'The corn club boys have demonstrated

that four times the amount of corn can be raised on an acre as their fathers formerly raised, and the tomato club girls have learned how to cultivate, can and sell tomatoes, and, incidentally, to be self-supporting.

"'Our young people look no more with longing eyes towards the cities and towns for employment or amusement, as the school with its spacious grounds for outdoor amusements in summer, and its handsome auditorium for winter diversions, meets the demands of parents and children for play.'"

Actual Values vs. Selling Values

Arkansas Fruit and Farms

The recent meeting of the Northwest Arkansas Fruit Growers' Society, held at Bentonville, Ark., was a great revelation to the residents as well as to the visitors. Some of the addresses brought out facts surprising to all alike. Mr. J. R. Craig, who was born and reared in Bentonville, convinced his hearers of the real value of orchards when properly handled. He gave records of owners who have made from 25 to 50 per cent on each acre of fruit. Among them we quote a few examples. Mr. E. B. Gilliam bought forty acres of apple orchard on the 6th day of May, 1911, and by the terms of purchase was to receive only one-half of that year's crop. His net receipts for that year amounted to $800. On his 1912 crop he made $2,000 net profit. On his 1913 crop he made $3,300 net profit, and on the 1914 crop $3,000 net. This makes a total net return in three and a half years of $9,100 on a $6,500 investment. It can be readily seen that this orchard has returned to the owner his full purchase price in three and a half years, leaving a net profit of $2,600. In other words, each acre planted in trees has returned him as much as $650 loaned at 10 per cent.

Mr. J. C. F., living near Centerton, bought sixty acres in 1908 for $2,400. There were 175 old trees on this place, and in the past eight years they have yielded the owner a net sum sufficient to pay for the entire farm of sixty acres, with a net sum yet to his credit. To express it in another way, these trees have made the owner nearly 10 per cent on a value of $1,000 per acre.

Mr. Craig stated repeatedly that the orchard should be based on its income earning capacity, and that its selling price should be based on that, and on nothing else. He gave the history of a forty-acre orchard bought by Mr. Keith for $1,500. Within three months after he bought this forty acres, planted in trees then seven years old, he sold the crop from $600. The next year, when the trees were eight years old, he sold the crop for $2,600. His gross receipts in the eighteen months amounted to $3,200 on an original purchase price of $1,500.

Instead of placing a value on this orchard consistent with its earning capacity, he sold the forty acres within three months after he received his returns for the crop for $2,500. Think of it—$26,000 invested at 10 per cent would have brought only $2,600, and yet he sold an orchard capable of earning or yielding its owner a gross revenue of $2,600 annually for the paltry sum of $2,500. Had this forty acres been in some of the Western states it would have sold for a sum based on its income or earning power.

Mr. Craig gave the fourteen-year record of the Summit Fruit Farm, consisting of forty acres of peach trees, and showed that in the fourteen years it had yielded its owners as much as 10 per cent net on a value of $300 per acre. This forty-acre peach orchard was bought fourteen years ago for $1,500, and in that time has made a net return of $15,000. This record has been made under the following adverse conditions. There never has been a load of manure placed on this place. There are now over 1,000 missing trees and during the fourteen years there never has been any resets or replants. The orchard never has received the proper care, and Mr. Craig asked what might have been the net yield of an orchard of this size had it been properly fertilized and cared for in the latest and most approved methods, and had new trees been placed as soon as an old one became worthless.

From the above it does seem like land capable of earning the owner 10 per cent net on a value of from 300 to $600 per acre should sell for a sum based on such earning power.

Texarkana, Ark.-Tex., and the Adjacent Country

The city of Texarkana, as a matter of fact, consists of two cities—Texarkana, Miller County, Arkansas, and Texarkana, Bowie County, Texas, two separately governed municipalities—but commercially and socially one city divided into two parts by the state line. Each city has a United States Court in a separate federal building. There are two mayors and two city councils. The fire department of both cities is under the direction of one joint chief. One postoffice located on the state line affords postal facilities for the people on both sides. One water corporation furnishes an abundant supply to both cities, and one street railway, gas and electric company furnishes the transit, heating and illuminating facilities for both sides. The Texarkana Board of Trade represents both cities and is maintained by them jointly. On account of the state line, separate school systems are maintained on each side of the line. The city is now about forty years old and has approximately 25,000 inhabitants, about 20,000 within the city limits and the remainder in the suburbs. The most salient features about Texarkana, as a city, are the following:

The city has fifty-seven factories, employing 1,598 persons; seventy-eight mercantile concerns, employing 1,393 persons, and eleven miscellaneous undertakings employing 1,037 persons, making a total of 4,028 persons on salary or wage. If each employee represents an ordinary family, 20,140 persons of the population are represented.

The city has nine outlets by railway, four of them trunk lines, and the railway trackage within the city is sixty-three miles. The area of the city is six square miles, served by twenty miles of street car tracks, thirty-five miles of water mains, fifty miles of concrete sidewalks, fifty miles of gas mains, 150 miles of electric mains, thirty miles of gravel-paved or brick-paved streets, and forty-two miles of good roads.

The city maintains seventeen school buildings with eighty teachers and 6,598 pupils, two Catholic parochial schools, two

BROAD STREET, LOOKING WEST, TEXARKANA, ARK.-TEX.

STATE LINE AVENUE, LOOKING SOUTH, TEXARKANA, ARK.-TEX.

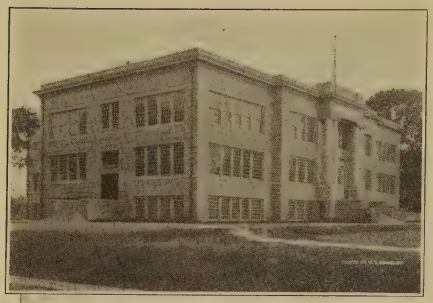
private schools, two business colleges and twenty-five churches of various denominations. The banking facilities consist of six banks: The State National, the Merchants & Planters, Texarkana National, City National, State Savings & Trust Company, and the Miller County Bank & Trust Company. The combined capital stock of these six banks is $1,000,000; surplus and undivided profits, $500,000; deposits, $5,595,000. The fire department has four auto trucks. Among the other institutions are three large hotels, eight hotels of medium capacity and thirty-five boarding houses, two daily newspapers, three grain elevators, three wholesale grocers, two wholesale produce dealers, one furniture factory, two candy factories, one cotton compress, two telephone companies, three large re-icing stations, two large creosoting plants, two large oil mills, two life insurance companies, a sulphuric acid factory, a railroad hospital, an ice factory with 160 tons daily capacity, the only window glass factory in Texas, a sash and door factory, a large casket factory, a peanut factory, ice cream factory, large tile factory, large cooperage plant, sheet iron factory, several flour and grist mills, lumber companies and brick manufacturing concerns.

Texarkana's monthly payroll amounts to about $220,000 per month.

Active construction of new buildings has been going on from year to year, the gross amount usually exceeding half a million dollars a year, and sometimes reaching a million dollars. Up to November 15, 1914, there had been completed and were under construction the following described buildings: Residences completed, $86,000; residences in course of construction, $180,-200; store buildings completed and improved, $109,500; store buildings now under construction, $68,000; industrial buildings completed and improved, $121,500; miscellaneous buildings completed, $59,500; total to November 15, 1914, $624,700.

Bids for the construction of the Michael Meagher Hospital, which will approximately cost $100,000, are under consideration. Plans for several other large buildings are now being prepared. Street improvements under way and being contracted for will cost approximately $215,000.

Texarkana's industries use natural gas for fuel. This gas is piped from the Caddo gas field, which, according to the United States Government census report, is the largest gas and oil-producing field in the world. About twenty-five gas wells are



ARKANSAS HIGH SCHOOL, TEXARKANA, ARK.

connected with the main which supplies Texarkana. These wells produce from ten to thirty million cubic feet each per day. The depth of the wells varies from 800 to 2,500 feet. The gas pressure in the field will average about 150 pounds to the square inch. The use of this gas for light and fuel is an enormous saving in cost of fuel, particularly so when used for manufacturing purposes, the price being very low.

The Texarkana Board of Trade is endeavoring to encourage new industries to locate here and with this object in view has acquired about 120 acres of land located on railroads and convenient to natural gas and water mains. New industries employing a number of men and requiring the investment of a reasonably large amount of capital locally are offered free factory sites. All this land is less than a mile from the business center of the city, about half of it being situated in Arkansas and the other half in Texas.

Texarkana has nine railroad outlets, reaching Arkansas, Texas, Louisiana and Oklahoma, which states have a combined population of nine millions. Its proximity to such a wide and rapidly growing market, its splendid railroad facilities and very satisfactory freight rates make this city a desirable location for any industrial or commercial enterprise.

A half million acres of timber within a convenient distance of Texarkana is available for manufacture. There is a wealth of hardwoods here suitable to a variety of uses: Ash for handle stock and tub staves; elm for hoops, slack barrel staves, veneer and crates; gum for veneer, lumber, staves and crates; oak for handles, hubs and wagon material; hickory for handle stock, spokes, wagon and implement stock; large oak for furniture, quarter sawed and hard finished lumber.

Texarkana has convenient to hand large deposits of the best of shales and pottery clays. While it has one of the largest pipe and tile plants in the South, there is ample room for further development along these lines. Repeated tests have demonstrated the entire adaptability of these clays to the manufacture of vitrified, fire, common, buff, mottled, gray and enameled face brick, terra cotta, floor and roofing tile and pottery of all kinds. No place can offer better inducements for the manufacture of clay products than Texarkana. Quartz sands for the manufacture of glass are abundant in the vicinity and the only window glass factory in Texas is located here. Iron ore in immense quantity is found in the adjacent county of Cass, much of it being transported elsewhere, while it should be smelted here. Furniture factories, cotton mills or cotton seed product plants, corn and grain mills, crude oil refineries, syrup factories, etc., would find good openings here. If cheap raw material, cheap fuel, an abundance of good water, most excellent transportation facilities are an object to the manufacturer seeking a location, Texarkana has all of these, and the Board of Trade of Texarkana, Ark.-Tex., will be pleased to supply any desired information.

The business blocks of Texarkana are brick, stone and concrete structures of modern design. In the residence portion are many beautiful homes, surrounded by shady lawns, situated on well-paved streets. From any viewpoint, Texarkana is a pleasant place to reside in.

The Agricultural Resources of the Country Surrounding Texarkana.

The history of Arkansas and of Texas is a history of the development of natural resources. These states have added untold millions to the wealth of the nation through the products of their farms, yet

TEXAS HIGH SCHOOL, TEXARKANA, TEX.

PRIVATE DWELLINGS, TEXARKANA, ARK.-TEX.

there are thousands and thousands of acres which have never been touched by a plow. It is not in the development already reached that the homeseeker will find his opportunity, but rather in the development of that which is as yet undone. It lies in the improvement of the untilled thousands of acres and the working up of the abundant raw material suitable for manufactures.

Farm lands in many of the Northern states have been developed to the utmost and their limit of production has been reached, that is to say, their full earning capacity has been reached. Land values have increased until farm investments are no longer profitable. Land costing $150 per acre, renting for $6 an acre is a condition not uncommon in many of the farming sections of the North. This condition will continue for a number of years to come. Higher prices for products would relieve the situation, but much higher prices cannot be obtained as long as cheaper lands of equal fertility, capable of producing crops at lower cost, are in competition. Farm lands within a radius of fifty miles of Texarkana, equal in production to the farm lands of Ohio, Illinois, Indiana, Iowa and other states, valued at $100 to $150 per acre, bring here $25 to $50 per acre and rent at $5 to $12 per acre. The Northern farm carries a burden of more interest on the investment and more taxes and lower rentals than does the lower-priced farm in the Southwest.

The following figures compiled from the Government census of 1910 shows the comparative value and yield per acre of farm lands in the states of Arkansas, Illinois, Indiana and Ohio:

Arkansas—Land value $14.13; yield per acre. $22.04
Illinois—Land value $95.02; yield per acre. 17.24
Indiana—Land value $62.36; yield per acre. 16.35
Ohio—Land value $53.34; yield per acre. 17.62

This shows that Arkansas (and it is true also of Eastern Texas) annually produces 156 per cent of the value of its land per acre. Illinois produces 18 per cent, Indiana 26 per cent and Ohio 33 per cent. To get as much from his land as the average Arkansas forty-acre tract produces, the Illinois farmer must own 51 acres, the Indiana farmer 52.6 acres, and the Ohio farmer 50 acres.

The Arkansas man pays for his 40 acres $565.20 and produces $881.60.

The Illinois man pays for his 51 acres $4,846.00 and produces $881.60.

The Indiana man pays for his 52.6 acres $3,281.00 and produces $881.60.

The Ohio man pays for his 50 acres $2,667.00 and produces $881.60.

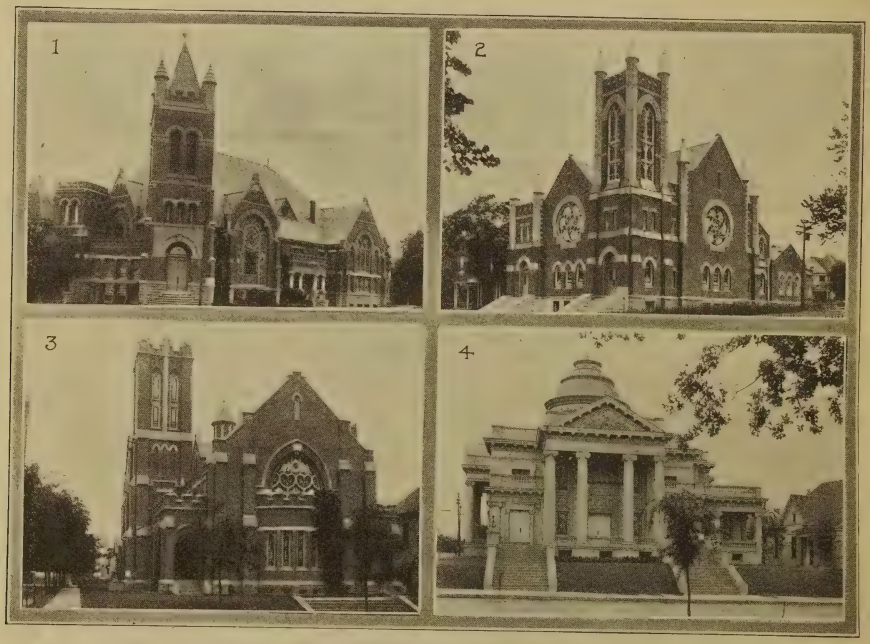
The foregoing comparisons are made between Arkansas and three other states, but it should be stated here that Eastern Texas and Western Louisiana will show practically the same results under similar conditions as to crops, etc.

The population per square mile of five of the states is: Arkansas, 25; Texas, 14.8; Illinois, 100.6; Indiana, 74.9; Ohio, 117. The average increase in rural population for Arkansas and Texas, according to the 1910 census report, was 17.6. The average increase for the states of Missouri, Illinois, Indiana, Ohio, New York, Kentucky, Michigan, Wisconsin, Minnesota and Iowa was only 0.3. It cannot be argued that the entire foreign population of these ten states have drifted to the cities, because the increase in town population was only 28 per cent, while the increase in the urban population of Arkansas and Texas was 61 per cent. It is obvious, then, that the population of the ten Northern states is nearly stationary, while that of the Southern states is increasing. Farm land values in the Northern states remain more or less stationary and have practically reached the maximum. With constantly increasing rural population in the South, there has been an increase in land values, and which will continue to increase until the maximum of the older states has been reached.

Texarkana lies near the center of an area covered by Little River and Miller Counties, Arkansas, and Bowie and Cass Counties in Texas.

Miller County, Arkansas.

Miller County is in the extreme southwest corner of the state. Red River bounds it on the north and east; Bowie and Cass Counties, Texas, on the west, and the State of Louisiana on the south. It has an area of 398,720 acres, a population of 19,555 and an average altitude of 297 feet. The earliest settlers came from Kentucky and Tennessee about 1817 or 1818 and found the country heavily wooded and teeming with game. Miller County was marked out and established in 1820, though the location of the Texas boundary was but



1—METHODIST CHURCH; 2—CHRISTIAN CHURCH; 3—PRESBYTERIAN CHURCH; 4—BAPTIST CHURCH, TEXARKANA, ARK.-TEX.

SPRING LAKE PARK, TEXARKANA, ARK.-TEX.

vaguely defined. It was named after Governor James Miller, the first governor of the Territory of Arkansas, and was organized in 1874 with an area of 665 square miles.

About 85 per cent of the area is tillable and an exceptionally large percentage of this is very rich bottom land, found in the valleys of Red River and Sulphur Fork River. In point of fertility, these bottom lands are not equalled anywhere in the United States. They produce splendid crops of corn, cotton, alfalfa, small grain and forage crops of all kinds. The rolling uplands produce similar crops in somewhat smaller quantity. They produce also most excellent crops of fruits of all descriptions except winter apples, and are well adapted to commercial truck growing.

The soil in Miller County ranges from a dark alluvial in the Red and Sulphur River valleys to a light sandy loam with a clay subsoil in the uplands. There are five important soils in the county, which are described in detail with their possibilities in a soil survey of Miller County published by the United States Department of Agriculture, which will be furnished anyone upon request.

The annual rainfall is about forty-six inches. Drouths are unknown. There has been but one four-inch shower in twenty years. The springs and autumns are long and pleasant. Pure freestone water can be obtained at depths of twenty to forty feet at a cost of 75 cents to $1 per foot. Generally, the health conditions are excellent. The climate is mild and agreeable and public health is very good.

Where not used for the cultivation of field crops, the country is admirably suited to stock raising. The natural pasturage lasts about ten months in the year and very little shelter for live stock is required. Hogs do exceptionally well in this region. They run upon the mast until nearly Christmas and are fed the rest of the year. More recently systematic feeding, as carried on in the North, has been introduced because improved hogs have been brought into the county. All kinds of live stock do well here and poultry raising is profitable.

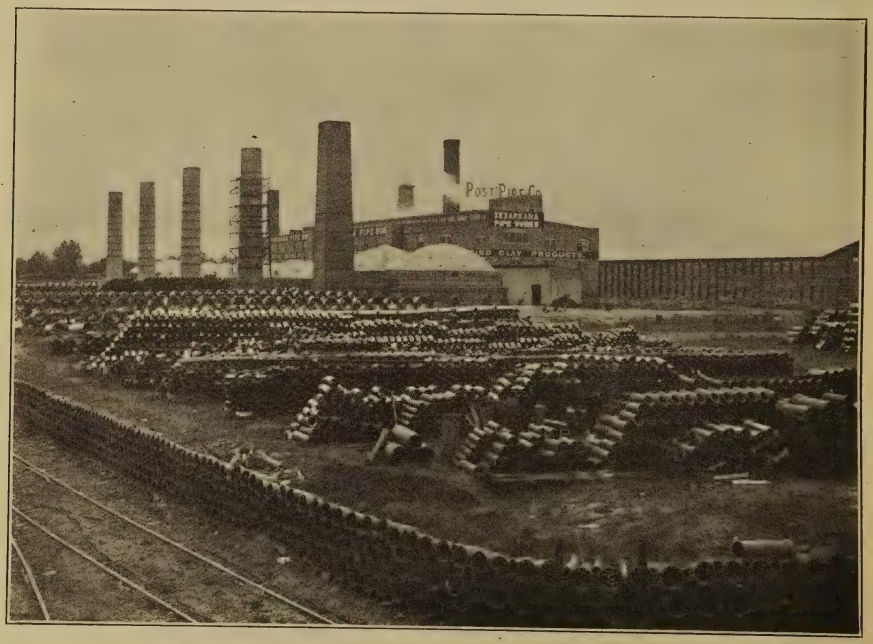
The cotton crop has heretofore been the principal reliance for ready money, but

during the last decade other crops, notably corn, oats, cowpeas, alfalfa, peanuts, Irish and sweet potatoes, and ribbon sugar cane have received much attention. The increase of live stock has promoted the cultivation of grain and forage and other crops have been profitably marketed. The tendency has been to diversify the crops and results are obtained now which were deemed impracticable a few years ago.

In addition to its abundant agricultural and horticultural resources, and facilities for raising live stock, the county is still rich in timber. The pine timber, formerly very abundant, has been, in a large measure, removed, but there is still available in large quantity white oak, red oak, cypress, ash, walnut, sweet and sour gum, cedar, cottonwood and hickory. Lignite and indications of oil and gas have been found in many places and good clays and shales for brick making, terra cotta, fire brick, sewer pipe, drain tile, pottery and other purposes are very abundant. Gas pipe lines follow the right-of-way of the Kansas City Southern Railway and fuel is very cheap. The county is traversed by the Kansas City Southern, the St. Louis, Iron Mountain & Southern, and the St. Louis Southwestern Railways, affording an outlet to all the great markets of the United States. There are over fifty miles of first class graded roads in Miller County and about $25,000 per year is expended in maintaining and extending them. About $300,000 has been expended in drainage work in the past two or three years.

In 1910 there were in the county 1,936 farms, embracing 181,636 acres. The value of all farm property was $3,310,606, showing an increase of 90.1 per cent over the census figures of 1900. The land was valued at $2,022,331, the buildings at $572,908, implements and machinery $115,800, live stock and poultry $599,567. The average value per farm was $1,667; average value of buildings per farm $1,307; average value of land per acre $11.13. The tax assessment for 1914 was: City of Texarkana, $4,017,700; Miller County, outside of city, $4,208,160; total, $8,225,860.

Miller County has a number of small towns, most of which are situated in the central and eastern parts, which were first provided with railway transportation. The Kansas City Southern Railway skirts the western boundary and passes through the largest city, Texarkana, which is situated on the state line between Arkansas and Texas. Ravanna, a busy village of about



TEXARKANA PIPE WORKS, TEXARKANA, ARK.-TEX.

GULF COOPERAGE CO., 14 ACRES STAVES, TEXARKANA, ARK.-TEX.

300 people, is the next important railway station and is twenty-four miles south of Texarkana. Its shipments of surplus products consist of hardwood lumber, railroad ties, live stock, cotton, poultry and eggs, and in season berries, potatoes, fruits and early truck for the Northern markets.

Bowie County, Texas.

This county forms the extreme northeast corner of the State of Texas, has an area of 965 miles and a population of about 40,000. It was created in 1840 from Red River County; was organized in 1841, and named in honor of James Bowie, a hero of the Battle of the Alamo. The average altitude is about 300 feet above sea level. It is a fine woodland county, bounded on the north by Arkansas and Oklahoma, Red River lying between, and on the south by Cass County, Texas, from which it is separated by Sulphur River. The Arkansas state line forms the eastern border. Passing through the center of the county, east and west, is a ridge forming a watershed, from which all the streams in the county flow either north or south, with a somewhat easterly trend. The county was originally heavily wooded with dense forests of oak of several kinds, and yellow pine (pinus mitis). About nine-tenths of the area was in forest originally. All varieties of timber common to this latitude, except poplar and chestnut, were found in the county. In the Red River and Sulphur Fork bottoms cypress, cedar, hickory and black walnut were abundant. Much of this timber has been manufactured, but much of it still remains.

About 75 per cent of the area of the county is good farming land and the remainder affords good pasturage at least ten months in the year. The soils in the river and creek valleys are a deep red or black loam, and are highly productive, yielding from forty to seventy bushels of corn, from four to six tons of alfalfa, from three-fourths to one bale of cotton. The soil of the uplands produces a little less abundantly of the field crops, but is congenial soil for peaches, pears, strawberries, figs, grapes and commercial truck of all kinds. Irish potatoes, sweet potatoes, ribbon sugar cane for syrup, oats, wheat, rye, barley, hay and forage crops are grown extensively and do well on all the soils.

About twenty per cent of the land in the county is in cultivation; there is very little waste land and a large acreage of good land is awaiting the coming of the farmer. In 1910 there were in the county

4,480 farms, comprising 334,165 acres, with 161,116 acres improved. The value of all farm property was $6,984,918, showing an increase of $180.6 per cent over the year 1900. The value of the land was $4,112,517; of buildings, $1,295,449; implements and machinery, $234,919; domestic animals, poultry and bees, $1,332,033. The average value per farm was $1,559; buildings on farm, $1,209; of land, per acre, $12.34.

The tax valuations for 1913 were as follows: Texarkana, in Texas, $6,273,703; Bowie county, outside of Texarkana, $9,418,065; total, $15,691,768.

The county has 108 public schools and about 165 teachers, divided into seven independent school districts. There are in the county approximately 10,000 children of school age, 7 to 17 years; 21 cotton gins, with a capacity of 35 to 60 bales; three 60-ton cotton seed oil mills, and eight sawmills, with a capacity of 35,000 feet of lumber per day are in operation.

The climate is pleasant, free from extremes of hot or cold weather, and the annual rainfall is 45 inches, evenly distributed throughout the year. Public health is exceptionally good. Water of excellent quality is obtained from springs and from wells of moderate depth in all parts of the county.

The pasturage is excellent and live stock can be raised here at the minimum cost. Hog raising is receiving much attention, and improved breeds are found in all parts of the county. The breeding and shipping of mules has become an important industry. Cattle and sheep do well, but the county is carrying only about one-fifth of the live stock that it could and should carry. In 1912 there were in the county 7,792 horses and mules, valued at $466,550; 14,390 head of cattle, value, $136,560; 61 jacks and jennets, value, $4,355; 1,286 sheep and goats, valued at $1,340; 10,469 hogs, valued at $24,855.

The uncultivated area in the county is still very large and desirable lands can be had at very low prices. Schools and churches are found in all parts of the county. The railway facilities consist of the Kansas City Southern Railway, two branches of the Texas & Pacific Railway and the St. Louis Southwestern Railway.

Texarkana, Texas, is the principal city of the county. Boston is the county seat. De Kalb, New Boston, Dalby Springs, Red Water and Bassetts are important local trading points, all except Dalby Springs and Boston being railway stations.

COTTON PLATFORM, 60,000 BALES ANNUALLY, TEXARKANA, ARK.-TEX.

SWEET POTATO FIELD, NEAR TEXARKANA, ARK.-TEX.

Little River County, Arkansas.

This county is located in the southwest corner of Arkansas, the first county south of the Boston Mountains, wedged in, as might be said, between Little River and Red River. Little River, on the north and east, is a small river coming down out of the mountains of eastern Oklahoma, being fed on the way by numerous small streams and springs. Red River, on the south and west, is the boundary line between this county and the state of Texas.

The altitude of Little River county is, in the average, 379 feet above sea level. Lying as it does at the southern base of the Boston Mountains (part of the Ozark Plateau), it is in a large measure protected against the blizzards from the north in winter. The winters are usually very mild and ice and snow are rarely seen. Good, soft freestone well and spring water is abundant in all parts of the county. In the black land belt the water contains some lime.

There is considerable variety in the soils of Little River County. The valley lands along Red River are of a deep, sandy loam soil, loose and very easily cultivated, and will grow from 50 to 75 bushels of corn, from three-fourths to one and one-half bales of cotton and from four to six tons of alfalfa hay per acre. It also produces other staple crops grown in the South. The valley lands of Little River are of a dark, deep, sandy loam soil and are equally as productive as those of Red River. The remainder of the county is composed of rich, dark, sandy loam upland, with a red clay subsoil, which is fine for fruits, vegetables, melons, berries, sugar cane, alfalfa, potatoes, berries, etc. Cotton has been the crop relied on principally for ready money, but in the last decade there has been a large increase in the acreage of corn, alfalfa, cowpeas and forage plants. The annual rainfall as reported by the United States Weather Bureau at Ashdown is 52 inches, usually well distributed.

Climate, soil, rainfall and length of growing season make it profitable to grow two crops of Irish potatoes on the same land each year. By sowing oats early, say in September or October, a corn and cowpea crop can be grown after the oat crop is harvested. The broad river and creek bottoms are the soil for alfalfa. They are alluvial soils and the subsoil is usually deep and as fertile as the top soil. Alfalfa with proper sowing, mowing and grazing, will make a continuous meadow, and one

that produces the earliest as well as the latest hay, and from four to six cuttings, and three to five tons to the acre. It is practically green all the year round.

The uncultivated acreage in Little River County is still quite large, but within the past five years there has been a large immigration of energetic farmers from the older states east of the Mississippi River, and more permanent improvements have been made than in the preceding years. The farms range in area from 80 to 200 acres or more and old-fashioned general farming, like the production of small grain, oats, wheat, corn, cotton, alfalfa and forage crops, and the raising of livestock are the engrossing agricultural pursuits. Fruits and berries as well as commercial truck yield good crops, but the tendency among the farmers is to engage in general farming rather than special crops. The production of livestock on a larger scale is receiving much attention and the country is splendidly adapted to this purpose. It is only a question of time when this section will become famous for the stock feeding facilities and its shipments of fat beef cattle, hogs, poultry and dairy products.

As to the industrial possibilities in Little River County, there is available an abundant timber supply, which in part is being manufactured. The pine timber in places has been cut out near the railroads, but the supply will last for a number of years to come. Oak, elm, cottonwood, gum, hickory and ash are abundant, and a considerable business is done in the manufacture of cooperage stock, railroad ties and other hardwood products. A cottonseed oil mill, already in operation, could to advantage be enlarged and manufacture fertilizers. Strong oil and gas indications have been found in several places and test borings for oil or gas are being made. The raw material for Portland cement (chalk and cement clays) is present in such quanttity that it could not be exhausted in five hundred years.

The population of Little River County is about 15,000; the land area 349,440 acres, 47 per cent of which is in farms and in cultivation. There were in 1910 two thousand and twenty-one farms, the value per farm being $1,547. The average value per acre in 1910 was $12.42. Good, partially improved bottom land sells for $15 to $45 per acre; other lands from $10 to $25.

The educational conditions are good, each district having from three to eight months' free school each year, and the special dis-

RE-ICING STATION, 10,000 CARS ANNUALLY, TEXARKANA, ARK.-TEX.

FALL PLOWING NEAR TEXARKANA, ARK.-TEX.

tricts, a nine months' school every year. The school system is supported by state taxation. The county has good transportation facilities, being traversed by the Kansas City Southern Railway from north to south and the St. Louis & San Francisco and the Memphis, Dallas & Gulf Railways from east to west.

Ashdown, population 3,000, is the county seat and principal shopping point. It handles from 12,000 to 20,000 bales of cotton a year and ships corn, cattle, horses and mules, hogs and large quantities of pine and hardwood lumber, barrel staves, wagon stock, railway ties, etc., etc. Along the Kansas City Southern Railway are the towns of Winthrop, population 1,000; Wilton, population 700; Ogden, population 800, and Allene, population 300. All of these places ship lumber, cotton, livestock, poultry and truck.

CASS COUNTY, TEXAS.

This county is situated in Northeastern Texas, bordering on the state lines of Arkansas and Louisiana. It has an area of 964 square miles and a population of about thirty thousand. The county was organized in 1846 and is largely populated with native Texans and people from the Southern states, and a considerable percentage of people from the Northern, Eastern and Western states.

The surface of the county is gently undulating in the northern and northwestern part, becoming more level as the eastern and southeastern boundaries are approached. It is a wooded county, much of it still being covered with valuable pine timber. About 30 per cent of the area is in cultivation. It is exceptionally well watered, being bountifully supplied with wells, springs, branches, creeks and lakes. Water can be had by digging from twenty to thirty feet; as a rule it is pure, clear, freestone water, good for all purposes.

The climate is pleasant all the year round, the annual mean temperature being about 65 degrees. The heat of the summer is tempered by fine breezes, and the cold of the Northern winter is absent, being greatly modified by the latitude and the protection of the forests. The mean annual rainfall is about 47 inches. The timber growth of the county consists of the different varieties of oak, black and sweet gum, elm, pine, hickory and other timbers. It affords splendid opportunities for woodworkers, furniture, box and crate factories, etc.

Public health is good. The county is

ON E. F. WILSON FARM, TEXARKANA, TEX.

naturally well drained and there are no local causes for disease. The mortality rate is very low.

There is considerable variety in the soil. Most of the upland soils are gray or red, sandy, underlaid with a clay subsoil, fertile as a rule and very well suited to the cultivation of general field crops, fruits and vegetables. All the soils contain more or less iron, imparting to the fruit the rich color and delicious flavor which have made fruit from East Texas popular wherever offered. The upland soils produce under proper cultivation, in addition to fruits and commercial truck, from twenty to forty bushels of corn per acre, one-half to one bale of cotton, twenty to thirty bushels of peas, twenty to thirty bushels of oats, and forage of all kinds in abundance. The natural pasturage is excellent. The river and creek bottoms are exceptionally fertile, as 50 to 75 bushels of corn, a bale of cotton, from 250 to 300 gallons of ribbon cane syrup, 40 to 60 bushels of oats, can be readily produced per acre. Alfalfa has been introduced during the past decade and does well on the bottom lands. Fall crops of cabbage and Irish potatoes grow to great perfection, the average production of fall potatoes being one hundred and fifty bushels per acre, and selling readily for $1 per bushel in the spring for seed. Cowpeas and peanuts yield fine crops and are profitable.

Cass County has a well organized and effective fruit and truck growers' association, with headquarters at Atlanta, Texas. The annual shipments of potatoes run between 300 and 400 carloads, and many carloads of peaches, tomatoes, strawberries, cabbage, onions and other truck, all of which are paid for before a car is moved. All sales are made through a committee, which keeps posted on the condition of the market, current prices and use the wires freely. Under the auspices of this association the farmers of Cass County have become progressive and more scientific in their modes of farming. They have learned what the markets want and how the demand should be met, and they have learned to produce two and three crops on the same land from which they formerly made only one. From raising a mortgaged cotton crop they have found the way to make from $25 to $150 per acre at truck farming, the money paid on the barrel head in May and June. They learned many other things, among them that raising livestock of first-class grades pays better than letting scrub stock shift for itself and also that the farms can more easily supply the needs of the pantry and kitchen than can the merchant in town. They pay as they go and the value of their farms has been multiplied by ten since they have made farming pay as it does nowadays.

Land values have doubled in Cass County during the last five years. Land titles are good, and improved and unimproved lands can be had at very moderate prices, and are usually sold on reasonable terms. The roads of the county are fairly good and in some localities modern graveled roads. They are being constantly improved.

Cass County has one hundred and forty school communities, each owning a good, commodious school building, a great many of them neatly furnished. The county has

an invested school fund, the interest of which is used in connection with the school moneys raised by taxation. A snug sum is annually available for educational purposes. A man with two or three children receives more in the education of his children than he pays by way of taxes.

The transportation facilities consist of the Kansas City Southern Railway, running north and south through the eastern part of the county; the Texas & Pacific Railway and the Cotton Belt Railway, running through the northwestern portion; the Missouri, Kansas & Texas Railway running through the southwestern part and the T., A. & L. R. R. running east and west. There are about twenty-five towns in Cass County. Linden, the county seat, is an inland town of about 500 inhabitants, distant about nine miles from a railroad. Atlanta is the principal market town and has about 2,500 to 3,000 inhabitants.

Bloomburg, on the Kansas City Southern Railway, is connected by a short line of railroad, built by the people of Atlanta, with that town. It is a steadily growing place of about 600 inhabitants and ships large quantities of cotton, livestock, lumber, potatoes and commercial truck of various kinds.

The description of Texarkana and the four adjacent counties is as nearly correct as it can be made. People seeking locations for either mercantile or industrial pursuits, or who wish a farm in a desirable section of country, will do well to examine the resources of this region.

Some New Year's Cogitations

In a few days the year 1914 will be among the past. Like thousands of other years that have passed, it will be gone forever. At its beginning it was well laden with good resolutions, but it had a very light cargo at its close. The New Year, 1915, will be similarly burdened and will lose the greater part of its cargo before it is fairly launched. The maker of good resolutions on New Year's day is just as insincere as the church-goer who listens attentively to the sermon and goes the good old way the rest of the week.

Quit resoluting. Everyone, including yourself, knows perfectly well that good resolutions, made on New Year's day, are the cheapest commodity on the market, and deteriorate more rapidly than the fresh eggs for sale at the corner grocery. If you really want to do some good in the world, you might ruminate and cogitate and consider your habits. It is a simple matter to figure out how many different kinds of a fool you have made of yourself in twelve months, and possibly you may find some way to retrench in that direction. If some of your habits appear objectionable, **decide right then and there is abolish them, and do it.**

If you own a grouch, the proper thing is to dump it, otherwise it becomes chronic, and is as objectionable as a tooth with a hole in it. Don't inflict your grouch on your friends, nor on your enemies either. You can in many cases eliminate the enemies by eliminating the grouch. The latter is your own property, and no one will hold you to account if you should happen to lose it.

There is lots of real pleasure in this life of ours, if we will look for it, and that we certainly should. The best way to find it and enjoy it is to feel that we are living right, **and to live right is to live a clean life,** one that leaves no regrets, no bitter taste in the mouth. Happiness does not depend on the possession of money, but on feeling at peace with one's self and with our fellow-beings, in doing those things that should be done because it is right to do them, and leaving undone that which should not be done. It requires something of a moral backbone to do and not to do, but happiness lies in the fact that one is able to conquer himself.

If you crook your elbow, either now and then, or frequently, it is not necessary to swear off on New Year's day. Decide that this sort of calisthenics is not good for you or mankind in general, **and quit.** You should not promise yourself that you will quit, for then you will have to listen to a liar, **but quit for good** and you will have abolished two vices, those of lying and using liquor, besides dodging a case of cirrhosis of the liver. If you will do this for three hundred and sixty-five days in the year, you will have proper cause to be pleased with yourself and next year you may congratulate yourself. You made no resolutions and you didn't break any. If you have any habits you are not proud of **conquer them now.** There is no excuse for waiting until New Year's day or any other day. You only cheat yourself while you wait.

Louisiana Awakening to Her Agricultural Possibilities

By Fred Ranney in the Missouri and Kansas Farmer

"Welcome once more to a home, that is better perchance than the old one!
Here no hungry winter congeals our blood like the rivers;
Here no stony ground provokes the wrath of the farmers.
Smoothly the plowshare runs through the soil, as a keel through the water.
All the year round the orange groves are in bloom; and grass grows
More in a single night than in a whole Canadian summer."

These lines were sung of Louisiana many decades ago, and what was true then is doubly true today. For the rivers have been partially harnessed and the soil has been tamed in some degree. But still the state has a wide area that is virtually unsettled and undeveloped. And it was to show these natural resources and the agricultural possibilities that the present state administration recently conducted a party of Northern farm journal editors into every highway and byway of Louisiana.

That nature smiles upon Louisiana is a matter of climate and of fate. For centuries the Father of Waters has been carrying annually the best soils of all the Middle West into the Mississippi delta and building up a great alluvial deposit that is unsurpassed for richness, even by the delta of the Nile. Here almost every kind of vegetation grows luxuriantly, and crops respond to the touch of the farmer almost like magic.

Louisiana has several kinds of farm lands —reclaimed lands, cut-over lands and prairie lands. Each has its advantages. Farming is profitable anywhere that oats, corn and hay are certain crops. No man ever called his farm a failure when the cribs were filled with corn and the barn lofts stuffed with hay. Plenty of feed stuffs mean fat cattle and hogs, and strong work stock. Louisiana's rich soil and sunny skies hold out countless promises, and in one pledge they never fail—they give the farmer, as a reward for his labor, all that he and his stock can eat and drink.

Until five years ago Louisiana was figuratively asleep, so far as agriculture was concerned. When one thought of the state then, one thought first of cotton, then cane, and lastly of swamps, negroes and alligators. But the old order has changed. The state has awakened, and now fully realizes its possibilities. Its great middle class has become enthusiastic over farming and stock raising, and even its aristocratic sugar planters have caught the spirit of agriculture.

This awakening first began in the alluvial lands south of New Orleans and spread from there to Tangipahoa and Rapides parishes. Now it is general over the state. Louisiana has made wonderful progress since the awakening. Every one is interested in the new movement, and the spirit of co-operation is complete. Agricultural associations have been formed in almost every parish in the state. Practical farmers from the North and agricultural experts from every where have been imported to direct the destinies of the farming communities. And these men have demonstrated beyond a doubt that Louisiana will soon be a leader among all the agricultural states.

A great influx of Northern farmers has swept into the state during the last half decade.

Within the last few years—perhaps the last three years—the big planters have come to look upon life with a broader perspective. Their aristocratic demeanor is gradually disappearing, and most of them have consented to subdivide their large estates. They realize that in those methods lie the real progress of the state. Some of their plantations have grown only cotton and cane for the last century. Naturally the soil is somewhat jaded, but it has been demonstrated that this same soil can be returned to great fertility by the planting of such leguminous crops as soybeans, velvet beans, cowpeas and lespedeza. Therefore, on many farms one will see a field of corn with a rank growth of some leguminous crop between each row. After the corn is harvested the legume is plowed under and another kind of crop is planted, for not one, but as many as four crops, are raised from the same ground in the same year in Louisiana.

Perhaps the work of development is as interesting as the finished product. How miles and miles of water-covered swamp have been turned, and are being turned, into fields whose fertility is a constant source of amazement, and how thousands of stump and brush-covered acres have been made to blossom into model farms, is a matter for conjuration. Great engineering feats drained the swamps, and worlds of hard work cleared the cut-over lands. When a

farmer buys twenty or forty acres of cut-over land he does not attempt to clear the entire tract in one year, nor in two years. He clears five acres and raises three crops on the ground the first year. The second year he clears ten acres more, and so on until eventually every acre of his farm is tillable.

Once all the uplands of Louisiana were covered with a dense growth of pine trees. Large lumber companies bought the timber lands by the thousands of acres, and now comparatively all of the timber has been removed, notwithstanding that millions of feet still remain to be cut. The lands from which the timber had been taken were useless, unless developed into farms. So the lumber companies have within the last two or three years begun to convert their huge cut-over tracts into farming communities.

For the purpose of defining the methods employed by these companies, a large Northern lumber company with interests in one parish may be used as an illustration. This company owns 70,000 acres of land from which all the timber has been cut. Two years ago the company decided to develop the land, through which there run several logging railroads, also owned by the company. A splendid farmhouse was built in the center of the tract and 100 acres were set aside as a demonstration farm. An agricultural expert was hired to run the place.

When the farm editors visited this model farm during the latter part of June it presented a remarkable picture of crop development. Almost every kind of crop imaginable was to be found. Twelve different kinds of vegetables, all grown on the farm, were served at dinner. For miles and miles the party was driven over the land in automobiles. Houses dotted a goodly portion of the tract, which had been cut up in forty, eighty and 100-acre farms. On each farm the lumber company had built a house and barn as fast as the plots were sold. The land, still stumpy and covered with fallen logs and brush, ranged in price from $30 to $40 an acre, according to the location. Since the project was originated, more than 200 farms have been sold. The buyers came mostly from Ohio, Indiana and Illinois. None of them had been there longer than two years, but many of the farmers had their entire farms cleared and under cultivation. And not satisfied with the neat little cottage erected free of charge by the lumber company, some of the settlers have built large and rather imposing residences. This same system of development is under way in many other parts of the state.

But perhaps the most rapid-fire piece of agricultural empire building in the country is the Bohemian colony near one of the state's important cities. As the auto climbed a slight grade the young man in a linen suit and a soft hat in the front seat, whose arm cut the air with enthusiastic gestures, was saying:

"Now, you're crossing the line, on colony land, about four miles from the city and ninety feet higher. Wonderful country of rich resources; money even in the pine stumps—charcoal, you know. The old darkey there carts in from $2 to $7 worth of charcoal every day—money in every foot of the soil. Sweet potatoes, strawberries, cane syrups raised in the pine hills have rare delicious flavors, as different as the air they, so to speak, breathe. Greatest place on earth for a colony of great farmers. Greatest opportunity in agricultural history to show at a stroke what Louisiana development can mean."

Donald Despain, the good-looking, immensely American young man, was speaking. And the Bohemian colony is a vitally interesting subject to him, the ideals to put the big plan through scarcely less so. Mr. Despain is president of a company owning 30,000 acres of this rolling plateau, now formed into settlements, each planned to be a separate township. This pine hill colony was not surveyed until January of this year. The surveyors found an iron stake that had been driven by surveying engineers in 1814. This is only a quaint historic detail, relevant only for comparison. One hundred years and cow trails—six months and fields under cultivation, two hotels, three stores, restaurants, telephone service! Past—and present. As some immortal remarked: "These times do move."

Against the silence of the breeze in the pine tops fell the faint whack of ax and hammer, and across the sun-bright, brown and green, moved plowmen's mules, here, there, in the distance. It was like looking through a telescope at a world-play of Progress.

"It's fun to be an empire builder," says Mr. Despain. But there is a certain pathos in the situation. He realized this and engaged an agricultural manager. The agriculturalist goes whizzing over the whole colony in a little car every day, visiting each home, examining seeds, advising on crops, giving lessons in the use of the hoe and plow—all without charge to the colonist. For many of the Bohemians came from crowded cities and did not know how to hitch up a horse. And now they are farmers —all in the period of six months.

This work of superintendency prevents

heart-breaking mistakes and losses, assures sound development and all the resources of each farm, and steers the colonist away from risky specializing until he is on his feet. Irish and sweet potatoes, Spanish peanuts, corn, hogs, chickens, such is the general produce. The colony has more than 300 families, and they are happy and contented.

From the ozone belt of the uplands the scene is shifted to the great reclamation projects southwest of New Orleans. Here things are different. The soil is of finer texture and consequently richer in plant food elements. Nature is more bountiful and the climate more tropical. Dredges are at work on broad expanses of water-covered low lands. Canals are dug through the property, lateral ditches are cut so as to divide the entire tract into relatively small drainage areas, and the whole system of canals, ditches and laterals are connected at given points—the lowest on the property. All are surrounded by an outside protecting levee. A pump is installed and the water is taken from the inside of the dikes and expelled into a bayou or a tide water level stream having egress to the gulf. Thus the water levels are controlled, thus again, the precipitation on or over the growing crops is controlled, for during the unusual periods of dry weather the water is allowed to stand in the canals and ditches. When it rains the water not absorbed by the land flows into the canals, which act as an enormous reservoir. From the canals the water is pumped out, so that at all times water levels are controlled to best meet with crop requirements and conditions. All of this is done by the farmers acting as a community at an acre cost to them not to exceed 50 cents annually. This reclaimed land, of which there are about 50,000 acres, sells for an average of $100 an acre. Nine million acres yet remain to be reclaimed.

One of the greatest reclaimed farms in the state is some thirty miles directly southwest of New Orleans. This farm, which consists of 4,000 acres, 2,000 under cultivation and 2,000 under the pump, caused the farm editors to rub their eyes and look again. The place is under the supervision of William Richie, an Ohian, who was induced to come to Louisiana two years ago when the company which owns the land offered him $5,000 a year to show people how to farm. Mr. Richie showed the farm journalists forty-three different kinds of growing crops on his place. His corn, of which he had 1,000 acres, was the most wonderful field the editors had ever seen. The stalks stood on an average of fifteen feet high, and on each stalk there hung from two to five ears. Stalks with five ears usually had three good ones, while of those with three ears two were good—that is, well developed. It was predicted by the experts who examined the field that the crop would average more than 100 bushels an acre. The rows were three feet apart, and the stalks from eight to ten inches apart. Those who had seen corn at its best in the Northern states frankly admitted they had never seen such a gigantic growth as Mr. Richie had produced.

It's all in the soil and climate," Mr. Richie said, as he thrust a cane fishing pole down into the earth fourteen feet. "This spot where I stick the pole has not been drilled for this especial purpose. The same thing may be done anywhere here."

After pushing the pole out of sight in the ground in several different places all were convinced that the soil was actually the depth represented. Mr. Richie pointed to a ten-acre field upon which a crop of potatoes was growing, and remarked that he had sold $1,000 worth of carrots off the plot already this year. He said he would raise a crop of corn on the same ground after he had harvested the potatoes, and that he would then sow it to oats, thus getting four crops from the same ground in the same year.

Here is a list of the crops growing successfully and prolifically on the farm superintended by Mr. Richie: Corn, sweet potatoes, Scotch kale, pole beans, beans, beets, sweet corn, parsley, celery, pepper, egg plant, cabbage, horse radish, sage, cucumbers, peas, garlic, tomatoes, Hubbard squash, okra, tobacco, hemp, alfalfa, red clover, sugar cane, soybeans, cowpeas, ramie, sorghum, oats, peanuts, sunflower, Japanese persimmons, strawberries, cantaloupes, water melons, muskmelons, oranges, grape fruit and figs.

These words are taken from a government report:

"The hope of a large yield of corn lies in the number of producing stalks. An acre planted in rows four feet apart and with stalks one foot apart contains 10,816 stalks, and if these should bear one good ear of corn there ought to be more than 100 bushels of corn taken from that acre. If planted in hills three feet apart each way, with two stalks to the hill, there would be 9,522 stalks to the acre. A good ear of corn to each of these stalks would mean a little less than 100 bushels of corn to the acre. And this should be the normal result under normal conditions of seed selection, cultivation and fertilization—and it will be, undoubtedly, if

the present interests of all those in interest are persisted in. As Mr. Julius Funk, the 'Corn King' of Illinois, says: 'The time will come when it will be a crime to raise less than 100 bushels of corn to the acre on this Louisiana soil.' "

Corn has become Louisiana's leading staple product in point of acreage devoted to it, quality produced and value. From a yield of 19,516,500 bushels in 1905 it has increased to 70,000,000 in 1913.

The rapid development of the hog industry in the state still rests upon the immigrants and new settlers, who bring with them modern ideas of farm management and farm efficiency, who have learned in the hard school of experience under far less favorable conditions than Louisiana provides, that hogs on the farm are frequently the big and dependable source of farm profits. In Louisiana, where green crops can be grown throughout the year, pork is produced at as small cost, probably, as anywhere in America. As a result of these conditions the hog business is developing with marvelous rapidity.

And yet Louisiana imports annually from other less-favored-by-nature states millions of dollars worth of pork and pork products. The reason is very evident and easily understood. Cane and cotton have occupied the minds of the planters to the exclusion of every other product of agriculture. Beef, pork, poultry, horses and mules have always been bought by Louisiana farmers, rather than grown upon their own premises. Even the feed for the animals employed in the fields has been imported. Not because cattle, hogs, sheep, horses and mules and provender to support them could not be more economically grown by the farmers, but because the other system had been inaugurated by their forefathers in the long ago. What grandfather did seemed to be the thing for them to do, and there are few among them brave enough to run counter to the established usage and overturn the century-old customs. But there are a few who really are breaking away from this ancient practice and precedent—and to their profit.

Five years ago statistics of the agricultural department show there were only ten silos in the state. Today the department estimates there are 2,500, some farmers having as many as six. The silos are built of concrete, brick, staves or galvanized iron. The bankers and business men in some sections of the state will lend money without interest to the farmer who has a silo. This is to encourage the construction of more silos, for the financiers realize this is the logical method for conserving the great forage crops, such as corn, sorghum and soybeans.

There are a number of good Jersey dairy herds in the state, from which the owners derive good profit because of the pressing demand for fresh milk. This point may be made more impressive when it is known that New Orleans consumes 82,000 cans of condensed milk daily, not because it is preferred, but because a dependable supply of fresh milk is not obtainable.

The eradication of cattle tick is now absorbing the attention of all stock raisers. The police jurors have come to the assistance of the cattlemen by passing compulsory dipping laws and establishing quarantine against all cattle coming into the parish that have not first been dipped. Madison parish claims to be entirely free from tick. In some parishes stock laws are still optional, the result being that in the less developed communities cattle and hogs—or rather razorbacks—run at large.

The cut-over lands are used most extensively for the dairy business. These lands supply plenty of pure water—no insinuations—and then they need to be fertilized. With the use of legume crops very little commercial fertilizer, if any, is necessary. These lands are adapted especially to the growing of vegetables, figs, peaches, grapes, corn and cotton. With the forage crops, such as rye, crimson clover, soybeans, cowpeas, and bermuda, reinforced with lespedeza or burr clover, there is grazing for hogs and cattle all the year. Progressive farmers have systems of forage crop rotations, and with two litters of pigs a year, one at eight and the other at twelve to fourteen months, they produce pork at a maximum profit—about two and one-half cents a pound.

That Louisiana is one of the coming agricultural and stock raising states of the union is the concensus of opinion of virtually every agricultural expert who has visited the commonwealth since the great awakening.

Southwest Missouri

Southwest Missouri and Southeast Kansas consist in the main of comparatively smooth prairie lands, interspersed with small forest and hilly areas. The country is well settled, in places quite densely, and in a few locations sparsely. These are in the extreme southwest corner of the state and along the Arkansas border. North of Joplin, Mo., there is no unoccupied land and the economical and social conditions are the same as those in the old settled parts of Illinois or Iowa. All the conveniences incident to an old densely settled locality are at hand. Railways and suburban electric lines traverse the country in all directions; schools, churches, fairly good roads, in some localities splendid rock roads, good trading and shopping towns are found everywhere. There is no pioneering to do. The newcomer buys an improved farm, costing somewhat less than in the longer settled eastern and northern states and enjoys a milder climate, with good market towns in close proximity. The great cities of Kansas City, Chicago and St. Louis can be reached in a twenty-hour journey and the first named in five or six hours. South and southeast of Joplin, Mo., as the Ozark Plateau is approached, the country becomes more rugged and the prairie areas gradually merge into forest. Part of Newton and all of McDonald form part of the Ozark Plateau, which extends from the Missouri and Mississippi rivers in a vast triangle to Red river in Oklahoma.

The staple crops cultivated are wheat, oats, corn, rye, barley, flax, broom corn, hay crops, forages of all kinds, potatoes, etc. They yield well, are certain of production and are profitable. The natural pasturage of this region is very good during the spring, summer and autumn, and the finest grades of horses, mules, cattle, sheep and hogs are raised in great numbers, finding a ready sale at all times. The wheat grown in this region makes the best flour and is eagerly sought in the Eastern and European markets. Indian corn and nonsaccharine sorghums are perfectly at home here and from forty to eighty bushels of corn are usually obtained from an acre. It is one of the most profitable crops grown and is the chief reliance of the farmer who fattens his beef, pork and mutton with it, preparatory to marketing. Owing to the very large industrial population, chiefly engaged in mining, enormous quantities of produce are consumed at home, but the shipments of live stock, hay, mill products, poultry and eggs as well as fruits are very large. South and southeast of Joplin, along the northwestern escarpment of the Ozark Plateau, a great fruit growing and poultry raising industry has been developed and several thousand car loads of apples, peaches, strawberries, cantaloupes and commercial truck are marketed annually.

Nearly all the counties in Missouri, on the line of the Kansas City Southern Railway with the exception of McDonald county, may be called prairie counties. They are much alike in their general characteristics, and a topographical description of one will convey a fair idea of what the others are like.

Jackson County, Missouri.

Is on the south bank of the Missouri river, at the western point where the stream begins its flow across the state. In the northwest corner of the county, where the Kaw river empties into the Missouri river, is Kansas City, second city in size in the state. In the county are 325 miles of rock roads and grand drives and several electric lines connecting the suburbs and the city.

Jackson county contains 390,400 acres of which 265,743 are under cultivation. The number of farms is 3,380; average size, 97.3 acres; estimated actual valuation, according to the census of 1910, $52,676,491. Fine horses and cattle are valued at $3,544,706. The farms produce a total value of corn each year amounting to $1,650,000. The milk and butter production amounts anuually to two million dollars.

Along the north line of Jackson county, bordering on the Missouri river are many hundreds of acres of bottom land, all rich sandy loam. Two smaller rivers cut the county north and south, dividing this bottom land into two parallel strips. South from the north line the land is rolling and was at one time heavily timbered. Along the Blue river the timber still stands on what might be called the rough land of the county. Ten miles south from the Missouri river begins an unbroken stretch of prairie embracing one-half of the area of the county and every square foot tillable. Within five miles of Kansas City along the rock roads all land is divided into truck gardens and is valued at from $300 to $600 per acre. Average farms east of a line ten miles east of Kansas City will cost the buyer $150 per acre. Small acreages of

rough land may sometimes be had for $50 an acre. The bottom lands, of course, are alluvial, the hill lands have a good black surface soil from one to four feet deep and are of remarkable fertility.

The total population of the county is 283,522 of whom 25,282 live on the farms, the remainder being residents of the city. Of the 390,400 acres of land in the county, 265,743 acres are under actual tillage. Of the whole area 83.4 per cent is improved land. The number of farms in the county including tilled land and woodland belonging is 3380 comprising 318,659 acres. The value of all farm property is $52,676,491, the average farm being valued at $15,585.

The value of the live stock is given at $3,544,706 and is reported from 3,274 farms. There were reported 29,695 head of cattle valued at $1,041,833; 14,439 head of horses valued at $1,485,081; 3.039 mules, valued at $403,958; 207 asses aud burros, valued at $47,911; 66,451 swine, valued at $485,875; 15,873 head of sheep, valued at $77,767; 781 goats, valued at $2,281. The value of poultry and bees is $185,399.

The agricultural production of the county is reported as follows: Milk, 4,749,076 gallons; cream, 30,297 gallons; butter fat, 22,111 pounds; butter, 805,349 pounds; cheese, 4.515 pounds; value of dairy products including home use $726,171. Poultry raised 411,278; eggs produced, 1,549,141 dozen; value of poultry and eggs, $543,443; value of honey and wax, $2,537; value of wool and mohair, $11,866; value of animals sold, $1,477,059.

Value of field crops: Cereals, $2,027,063; other grains and seeds, $20,796; hay and forage, $514,821; vegetables, $332,419; fruits and nuts, $11,.410. All other crops $186,640, total values $3,195,149. The largest crops produced were corn, 3,250,044 bushels; oats, 405,756 bushels, wheat, 591,591 bushels; Irish potatoes, 223,779 bushels; hay and forage, 34,450 tons, etc.

Jackson county has 94 school districts, employing 1,368 teachers and has a school population of 83,764. The amount expended for teachers salaries is $1,226,974.05.

Cass County, Missouri.

Cass county is located on the Kansas border, about the center of the tier of counties which form the west line of the state, adjoining Jackson county on the south. Corn and cattle production are the engrossing pursuits of the population which number 22,973. The area of the county is 461,440 acres of which 425,128 acres are in farms with 375,528 acres under tillage, the number of farms being 3,251. The value of all farm property in the county is $35,683,052, the average farm being valued at $10,976, the average land value per acre being $60.61.

The value of the live stock in the county is $4,531,184 and consists of 35,913 head of cattle, valued at $1,107,876; 18,771 head of horses valued at $2,065,424; 4,476 mules valued at $560,953; 157 asses and burros, valued at $47,610; 82,809 swine, valued at $639,057; 19,890 head of sheep, $108,329; poultry of all kinds, 317,560, value $191,910; colonies of bees, 4,004, value $12,183.

The agricultural production in 1910 was as follows: Milk, 2,966,702 gallons; cream, 20,125 gallons; butter fat, 196,730 pounds; butter, 490,909 pounds; value of dairy products excluding home use, $201,888. Poultry raised, 457,258; eggs produced, 1,-463,794 dozens, value $710,140; value of honey and wax, $6,285; value of wool and mohair, $17,311; value of live stock sold, $2,934,437.

The value of the field crops was as follows: Cereals, $2,264,453; other grains and seeds, $31,909; hay and forage, $603,836; vegetables, $140,220; fruits and nuts, $69,-328; all other crops, $157,344; total, $3,267,-090. The largest crops produced were: Corn, 4,187,104 bushels; oats, 520,256 bushels; wheat, 323,408 bushels; flax seed, 22,050 bushels; hay, 76,727 tons; other grasses, 72,-084 tons; potatoes, 83,019 bushels; tobacco, 34,999 pounds; apples, 80,994 bushels; grapes, 294,110 pounds, etc., etc.

The total taxable wealth of the county is $9,040,560. The county has 121 school districts, employs 183 teachers and has a school population of 6,060. The teachers' salaries amount to $42,244.59.

The general contour of Cass county is rolling prairie land traversed by numerous small streams which are usually fringed with timber. The several streams are known as South Grand River, North Fork, Big Creek, Pony and Sugar Creeks. The public roads are generally good and in some localities permanent rock roads have been built. A north to south rock road, crossing the county is under construction. Coal in large quantities has been found in several places in the county and is mined for local consumption. Limestone is abundant and good clays, suitable for brick, etc., are found in all parts of the county.

The railways traversing Cass county are the Chicago, Rock Island & Pacific; the Kansas City, Clinton & Springfield; the Kansas City Southern; Missouri, Kansas & Texas; Missouri Pacific, and the St. Louis and San Francisco railways. There are twenty-four towns and villages in the county. Harrisonville is the county seat. Situated on the Kansas City Southern Railway are the towns

of Cleveland, West Belton, Drexel, Jaudon, Lisle and Westline.

Indications of oil have been found in the vicinity of Cleveland, Mo., and a large acreage has been leased by a syndicate from Pittsburgh, Pa., for the purpose of boring for oil here. Gas wells are common near Cleveland, Drexel, Belton and other places and are used for heating and lighting. The wells are shallow, ranging in depth from 100 to 460 feet.

Bates County, Missouri.

The land in this county is more level than either in Cass or Jackson counties and is a very fertile limestone soil. Bates is in the western tier of counties, centrally located north and south and is sixty miles south of Kansas City. Ninety-five per cent of the area, 556,800 acres, is tillable land. It is principally gently undulating prairie land except along the streams where it is somewhat broken and, in places, a little rocky, which is mostly limestone. The prairie land is free from stone and gravel.

The prevailing soils are black, red, chocolate and clay loams, and some gumbo soils in the bottoms. All of them are easily worked and well adapted to the cultivation of clover, timothy, blue grass, corn, oats, flax and wheat. Nearly all the timber in the county is found along the streams and consists of oaks, elm, cottonwood, ash, sycamore, walnut, maple, hickory and pecan trees. Coal is mined in large quantities principally in the southern part of the county. Fine building stone is found in various places. Clay of superior quality is used in a large tile plant at Rich Hill. A black mineral oil is found in the western part of the county and has been developed at several places in wells of shallow depth. Gas is used at Hume, Amoret, and other places for fuel and light. Coal has been mined in the county for the past thirty years.

The railway facilities consist of the Kansas City Southern; the Missouri Pacific; the St. Louis & San Francisco, and the Missouri, Kansas & Texas railways, which traverse the county in several directions. Bates county has 139 school districts, containing 160 schools and employs 200 teachers at an annual expense of $75,400. The total value of county school property is $300,000. The banking facilities consist of fourteen banks and two trust companies, with a joint capital stock of $615,000, surplus and profits of $296,125, and deposits amounting to $2,475,476.58.

The Marais des Cygne River extends nearly across the county, running in a southeasterly direction and emptying into the Little Osage River, near the southeast corner of the county. The other water courses are Miami Creek, Mormon Fork and Deer Creek. Grand River forms the northern boundary. Good water is obtainable in all parts of the county. The annual coal production (1912) amounted to 159,229 tons, worth $277,225. In 1912 the shipments of poultry amounted to 2,091,765 pounds of live poultry, 125,948 pounds of dressed poultry and 1,923,410 dozen of eggs.

The population of Bates county is 25,800, or was in 1910. The number of farms is 3,752, valued at $31,934,232, an average per farm of $8,511, and an average land value of $43.66 per acre. The number of acres in farms was 517,021, of which 456,667 were improved.

The value of live stock in the county, in 1910, was $4,430,244, consisting of 36,715 head of cattle, value $1,001,277; 18,764 horses, value $2,056,033; 4,971 mules, value $629,998; 194 asses and burros, value $62,209; 73,504 swine, value $578,512; 19,614 sheep value $101,105; 385 goats, value $1,110; poultry of all kinds, 350,996, value $206,208; colonies of bees, 3,807, value $9,996.

The agricultural production (1910) was: Milk, 2,463,417 gallons; cream, 17,503 gallons; butter fat, 150,043 pounds; butter, 575,198 pounds; cheese, 14,340 pounds; value of dairy products, $175,521; value of poultry and eggs produced, $499,276; value of honey and wax, $4,779; wool and mohair, $17,699.

Values of field crops: Cereals, $2,087,094; other grains and seeds, $78,498; hay and forage, $558,105; vegetables, 129,119; fruits and nuts, $81,718; all other crops, $59,400. The largest crops produced were 3,242,146 bushels of corn; 386,372 bushels of oats; 244,798 bushels of wheat; 16,121 bushels of kaffir corn and milo maize; 80,049 tons of hay and forage; 80,894 bushels of potatoes; 16,239 gallons of syrup; 76,569 bushels of apples; 213,181 pounds of grapes, etc., etc.

The taxable property of Bates county is assessed at $10,857,104. The public school system consists of 139 school districts, employing 200 teachers, with a school population of 6,960. The salaries of the teachers amount to $75,339.58 annually. The towns in the county are Butler, the county seat; Adrian, Foster, Johnstown, Rich Hill, Rockville and Amoret; Amsterdam, Hume and Mervin, the last four being stations on the Kansas City Southern Railway.

Vernon County, Missouri.

Vernon county is on the Kansas line, five counties north of the Arkansas line. Three-fourths of Vernon county is undulating

prairie. The remainder of the area, 536,960 acres, is more rough, many streams and creeks breaking it up into hills and valleys. It is estimated that there are about 60,000 acres of unimproved land in the county. Of this large area 20,000 acres are good for agricultural purposes, 10,000 for horticulture and dairying, 20,000 for grazing and 10,000 for mining. There are, in farms, 486,494 acres, of which 419,384 acres are improved. The number of farms is 3,586, valued at $26,641,592, the average value per farm being $7,082.

The prevailing soils are dark or chocolate colored loams, of high fertility and are easily cultivated. The farms are generally highly improved. Corn, wheat, oats and the grasses are the principal farm crops. Fruits and berries and poultry are also sources of large income. For general stock raising this section of country is unexcelled.

The railroads traversing the county are the Kansas City Southern; the Missouri, Kansas & Texas; the Missouri Pacific; Nevada & Minden, and the Nevada & Eldorado Springs Railway. The main county roads are kept in good condition. The route of the Kansas City and Arkansas Highway passes through Vernon county and work is being done on this section of it.

The county is drained by the Marmaton and Little Osage rivers, and Clear, Drywood, Pryor's and Reed's creeks. Springs are numerous and wells are easily obtained. Originally in the southeast corner of the county a small area was timbered with several varieties of hardwoods. There is now little commercial timber but there is an abundance of material suitable for rough farm lumber, for posts and for fuel.

Coal is mined in large quantities. For fuel, coal is obtained at the mines for about $2.50 per ton. Asphaltum in large quantities exists at Bellamy, but has not been developed as yet.

The population (1910) was 28,827, of whom 7,176 were residents of the towns, the remainder living on their farms. The city of Nevada is the county seat, the other towns in the county being Arthur, Bronaugh, Deerfield, Fairhaven, Harwood, Metz, Milo, Montevallo, Moundville, Panama, Rinehart, Schell City, Sheldon, Veve, Walker, Zodiak and Eve, Horton, Stotesbury, Swart, the last four named being on the Kansas City Southern Railway.

Stock raising is a great industry in this county. There are reported 39,579 head of cattle, value $1,046,997; 16,500 head of horses, value $1,785,185; 4,371 mules, value $553,782; 179 asses and burros, value $31,957; 56,317 swine, value $429,743; 8,141 sheep, value $38,559; 629 goats, value $1,652. Poultry of various kinds, 324,845, value $189,106; colonies of bees, 3,050, value $7,913.

The agricultural production was as follows: Milk, 2,572,760 gallons; cream, 10,775 gallons; butter fat, 112,772 pounds; butter, 649,684 pounds; value of dairy products, excluding home use, $191,539; value of poultry and eggs produced, $465,535; value of honey and wax, $2,942; of wool and mohair, $4,167. Receipts from sales of animals, $1,712,996.

The value of the crops grown was as follows: Cereals, $2,023,535; other grains and seeds, $25,387; hay and forage, $567,362; vegetables, $149,252; fruits and nuts, $40,647; all other crops, $92,057; total, $2,898,240. The largest crops produced were 3,459,057 bushels of corn; 312,039 bushels of oats; 134,230 bushels of wheat; 19,306 bushels of kaffir corn and milo maize; 17,662 bushels of flax seed; 85,267 tons of forage and hay; 86,434 bushels of potatoes; 36,547 gallons of syrup; 200,936 bushels of apples; 48,418 bushels of peaches; 304,778 pounds of grapes, and 144,778 quarts of berries and small fruits.

The value of taxable property in the county was $9,427,217. The county has 140 school districts, employs 209 teachers and has a school population of 5,659.

Barton County, Missouri.

Barton county is in Southwest Missouri, the fifth county south of Kansas City, on the Kansas border. The land is high undulating prairie and its chief industrial and commercial pursuits are farming and stock raising and coal mining. The area is 612 square miles, or 381,440 acres. Coal is mined in nearly every township. The production, in 1912, was 382,082 tons, worth $598,399, at a wholesale price of $1.57 per ton. About 600 men work in the mines. Of the coal mined, 361,606 tons were shipped from the county and were consumed elsewhere. At Lamar, the county seat, and at Liberal are quarries of red sandstone, and asphalt is found in the northeastern corner of the county.

The soil of Barton county is a dark sandy loam, ranging in depth from 18 to 30 inches. The North Fork of Spring River is the largest stream in the county; West Fork, Drywood and Horse creeks drain considerable territory. Springs are common and deep wells and cisterns furnish most of the water used.

The transportation facilities consist of the Kansas City Southern; the Missouri Pacific, and the St. Louis & San Francisco railways. The country roads of Barton county are as

good as any of the dirt highways of the state. They are level and reach every nook and corner. Most of them are lined with elm and maple trees. All streams are bridged and the ravines have concrete culverts. Road dragging is practiced in all parts of the county and this keeps the roads constantly in good condition. Barton is not a woodland county. What timber there is grows along the streams and consists, in the main, of oak, hickory, walnut, etc., etc.

The population of Barton county, in 1910, was 16,747, and at that time there were, in cultivation, 2,465 farms, aggregating 336,780 acres, of which 309,121 acres are improved, the average farm containing 136.6 acres. Eighty-eight and three-tenths per cent of the county's area is in farms.

The value of all farm property is $17,797,597; the average value per farm, $7,220; average value per acre, $35.62. The value of the live stock in the county was $2,787,072, and consisted of 27,596 head of cattle, valued at $729,981; 11,670 head of horses, valued at $1,311,513; 3,374 head of mules, valued at $441,600; 101 asses and burros, valued at $21,771; 29,466 swine, valued at $239,156; 7,817 sheep, valued at $41,302; number of poultry, various kinds, 202,386, value $119,722; colonies of bees, 994, value $2,732.

The agricultural production (1910) was as follows: Milk, 1,909,278 gallons; cream, 16,765 gallons; butter fat, 63,723 gallons; butter, 452,097 pounds; value of dairy products, excluding home use, $125,770; value of poultry and eggs produced, $298,936; value of honey and wax, $699; value of wool and mohair, $5,829; value of live stock sold, $1,156,196.

The value of the field crops was $2,007,384. The value of the cereals was $1,493,747; other grains and seeds, $17,955; hay and forage, $333,199; vegetables, $100,549; fruits and nuts, $14,674, all other crops, $47,260. The largest of these items were: Corn, 2,447,238 bushels; oats, 271,186 bushels; wheat, 147,059 bushels; hay and forage, 54,024 tons, Irish potatoes, 48,038 bushels, etc.

The total taxable wealth of Barton county (1913) was $6,277,932. The county has 97 school districts, 136 teachers and 5,138 children of school age. The annual outlay for salaries of the teachers is $44,350.

The towns and villages in the county are Lamar, county seat; Boston, Golden City, Hannon, Iantha, Irwin, Kenoma, Liberal, Milford, Minden Mines, Nashville, Newport, Wise and Oskaloosa, the last named being on the Kansas City Southern Railway.

Jasper County, Missouri.

Jasper county lies on the Kansas border and is fifty miles north of the Arkansas line. It forms the greater part of the greatest zinc mining district in the world and is more famous for its mineral than for its agricultural resources. The mineral output, lead and zinc, ranges in value from $12,000,000 to $19,000,000 annually. Lead ore has been profitably mined since 1848, and the development of lead mining ultimately resulted in the discovery and development of the zinc ores. Since 1873 zinc mining in quantity and value has become the principal industry. The records of the early production of these ores have not been preserved, but from the best information obtainable the output of mineral to date approximates $250,000,000.

Zinc, lead, limestone, clay, gravel and coal constitute the mineral wealth of the county. One-fourth of the area is developed mineral land and is valued from $100 to $10,000 an acre. Another fourth has been prospected sufficiently to determine the existence of ore and may be bought from $50 to $150. Mineral indications cover nearly all the county and ores are found from the grass roots to a depth of 275 feet. Seventy per cent of the zinc sold in recent years in the United States was produced in the Joplin district.

One-sixth of the area of the county is timbered, the timber growth being found principally along Spring River, Center Creek and other streams. The varieties consist of oak, elm, hickory, walnut, cottonwood, and hazel brush. Most timber found now is practically all second growth.

The principal water courses are Spring River, North Fork, Center, Jenkin's, White Oak and Buck's creeks. Springs and smaller streams are numerous and good water is obtainable anywhere in the county.

The railways traversing Jasper county and also entering Joplin, are the Kansas City Southern; the Missouri Pacific; the Atchison, Topeka & Santa Fe; the St. Louis & San Francisco; the Missouri, Oklahoma & Gulf; the Missouri & North Arkansas; the Missouri, Kansas & Texas; St. Louis, Iron Mountain & Southern; the Southwest Missouri Electric, and the Joplin-Pittsburg Ry. (electric). The public roads of Jasper county are among the best in the state and some three hundred miles or more are first class gravel or rock roads. The great Kansas City-Arkansas turnpike, partially under construction, will pass through this county.

The northern half of Jasper county is more especially devoted to agriculture and the feeding of live stock. Wheat is the important cereal and in consequence there are several mills of large capacity.

The area of the county is 406,400 acres, of which 324,200 acres are in farms with 272,704 acres improved. The value of all farm property is $23,378,608, the land alone being valued at $16,940,132. The average acreage per farm is 104 acres and the average value is $7,500; the average value of farm land per acre, $52.25.

The value of the live stock (1910) was $2,619,149. This livestock consisted of 23,514 head of cattle, valued at $655,148; 11,884 head of horses, valued at $1,293,699; 2,760 mules valued at $358,680; 130 asses and burros, valued at $32,105; 27,766 swine, valued at $237,806; 7,869 sheep, valued at $40,535; 355 goats, valued at $1,176; number of poultry of various kinds, 190,742, value $116,953; colonies of bees, 1,918, value $6,891.

The agricultural production of the county (1910) was as follows: Milk, 2,925,217 gallons; cream, 40,594 gallons; butter fat, 36,-813 pounds; butter, 780,791 pounds; value of dairy products, $306,879; value of poultry products, $334,000; value of honey and wax, $1,950; value of wool and mohair, $5,-180; value of live stock sold, $669,735.

The largest crops produced were the following: Corn, 2,006,001 bushels; oats, 364,-147 bushels; wheat, 626,714 bushels; flax seed, 24,965 bushels; hay and forage, 39,967 tons; Irish potatoes, 91,344 bushels; nuts and fruits, 28,751 bushels; strawberries, 1,-379,715 quarts.

Mill products sold: Flour, 236,536 barrels; corn meal, 1,867,251 pounds; bran, ship stuff, etc., 5,806,970 pounds; feed chops, 12,208,697 pounds. (1912.)

Mineral products sold: Zinc ore, 259,032 tons; lead ore, 62,341 tons; gravel and chat, 863,160 tons; sand, 6,440 tons; stone, 74,550 tons; pig lead, 8,858 tons; sublimed lead, 10,106 tons; litharge, 7,262 tons.

The total population of Jasper county (1910) was 89,673, of whom 32,073 were resident in Joplin, 9,483 in Carthage and 11,817 in Webb City. All these have greatly gained in population since then. The towns in the county are Alba, Avilla, Carterville, Carthage (county seat), Chitwood, Duenweg, Jasper, Larussell, Medoc, Neck, Oronogo, Prosperity and Purcell.

Joplin at present has in excess of 40,000 inhabitants within the city limits, and probably 7,000 or 8,000 more within a mile or two. It is a manufacturing and jobbing center and is an up-to-date city in every way, affording a splendid market for the products of the adjacent country.

The taxable wealth of Jasper county (1913) is $24,668,897. The county has 119 school districts, 497 teachers, 25,127 pupils and expends $245,769.32 annually for teachers' salaries.

Newton County, Missouri.

Newton county is the second county north of the Arkansas state line, bordering on the State of Kansas. About one-third of this county is hilly land, the remainder being comparatively smooth, level land lying between more undulating areas. The area is 629 square miles, or 403,000 acres. The general slope of the surface is to the west and in the southern portion to the south. The county is exceptionally well watered, having numerous fine streams and very large springs. Wheat and corn are the principal grain crops, but flax, buckwheat, sorghum, hay, clover, oats and timothy are produced in great quantity. Bluegrass pastures are numerous and nearly all farmers engage in raising horses, cattle, mules, hogs and sheep. An enormous poultry business is done, the town of Neosho alone handling annually about 10,000 dozen of chickens and 5,000 cases of eggs of thirty dozen each. Commercial fruit growing, the raising of apples, peaches, grapes, strawberries and other fruits have reached great development here. Strawberries, blackberries, raspberries, grapes, etc., are shipped as far north as Manitoba, and one of the largest fruit canneries in the state is maintained here and its annual output is very large. There are fruit growers' associations at Aroma, Neosho, Seneca, Tipton Ford and Sarcoxie, which look after the proper cultivation, packing and marketing of the fruit and truck crops and handle the business with eminent success.

The production of this county consists of a great variety, covering nearly every line of endeavor. The agricultural production, in 1910, was as follows: Milk, 2,016,309 gallons; cream, 6,728 gallons; butter fat, 32,-815 pounds; butter, 567,322 pounds; value of dairy products, $142,214; number of poultry, 222,160; eggs, 928,736 dozen; value of poultry and eggs, $238,093; value of honey and wax, $1,425; value of wool and mohair, $1,786; value of animals sold, $888,281.

Largest production of field crops: Corn, 1,306,233 bushels; oats, 294,418 bushels; wheat, 404,772 bushels; hay and forage, 35,-080 tons; Irish potatoes, 102,233 bushels; sweet potatoes, 20,498 bushels; syrup, 18,-571 gallons; apples, 55,797 bushels; grapes, 186,925 pounds; berries, 2,956,787 quarts. The value of the cereals produced was $1,-233,987; other grains and seeds, $9,795; hay and forage, $272,249; vegetables, $171,845; fruits and nuts, $262,057; all other crops, $95,961; total, $2,045,894.

The live stock in the county is valued at $1,883,152, and consists of 19,967 head of cattle, valued at $451,031; 10,871 head of horses, valued at $1,039,186; 1,985 mules, valued at $207,215; 103 asses and burros, valued at $22,675; 19,501 swine, valued at $141,704; 4,222 sheep valued at $18,852, and 1,047 goats, valued at $2,489.

The value of farm property in the county is $14,786,459. The acreage in the 3,215 farms in the county is 304,494, of which 219,729 acres are improved. The average farm contains 94.7 acres, is valued at $4,599, and the average value per acre is $33.97.

The population of the county (1910) was given as 27,136, of whom 3,661 were town residents.

Newton county is in the zinc and lead region of Missouri, and mines have been in steady operation since 1854 and a smelter is maintained at Granby, Mo. Tripoli, an infusorial earth, used in the manufacture of grindstones, abrasive powders, filters and other purposes, is found in large quantity and manufactured in two establishments.

The greater part of Newton county was originally heavily timbered, through it contained also large areas of prairie land. The soil generally is dark, in places gravelly loam, underlaid with clay loam and with porous earth of considerable depth, chiefly red or brown colored clay. As in localities having numerous water courses, there is considerable diversity in soils, and the subject can only be mentioned in a general way. Nearly all the soils in the county are highly fertile.

Many clear, sparkling springs are a feature of the county. The principal rivers and streams are, Clear, Shoal, Indian, Oliver, Hickory and Lost creeks. Timber for home consumption is abundant, consisting of oak, hickory, walnut, etc.

The railroads traversing the county are the Kansas City Southern Railway; the St. Louis & San Francisco, and the Missouri & North Arkansas railways. The country roads consist of 25 miles of macadam and gravel roads and about 700 miles of dirt roads. Some of the finest drives in the state can be found in this county. The towns are Neosho, population about 4,000, county seat; Berwick, Cartmell, Christopher, Diamond, Granby, McElhaney, Newtonia, Racine, Ritchey, Saginaw, Seneca, Spurgeon, Stella, Sweetwater, Tipton Ford, Wanda and Wentworth.

The taxable property in the county is valued at $6,173,000. One hundred and two school districts, with 170 teachers and 8,686 pupils, are maintained. The teachers' salaries amount to $58,176.66 per annum.

Neosho is a beautiful little city of 4,000 people, with many substantial business blocks built of brick or stone and a fine residence district with numerous attractive dwellings surrounded by shady lawns and gardens. It has been noted as a health and pleasure resort for many years and is annually visited by hundreds of people from other states who spend the summer months there.

McDonald County, Missouri.

McDonald county is in the extreme southwest corner of Missouri and borders on the states of Arkansas and Oklahoma. Its area is 580 square miles, or 371,000 acres. It is more hilly than other counties in Missouri, but more than one-half the area is well suited for farming operations. It was originally heavily timbered and only 38,000 acres of this area is prairie land. The county lies on the northwestern slope of the Ozark plateau. Most of the smoother land is in the northern half of the county; more or less rough or broken land is found in the southern half, along Elk River, Indian, Buffalo and Sugar Creeks. Much of the upland is more or less gravelly but fertile, and the bottom lands along the creeks and rivers are as fertile as any lands in the state. The water supply of the county is most excellent, being very abundant and of the best quality. Great springs are found everywhere. The numerous streams flow over clean, gravelly beds, are clear and full of game fishes. The natural pasturage of this county is exceptionally good and forage can be produced at very small cost.

The natural beauty of the county along Elk and Indian rivers and the abundance of excellent water and the splendid opportunities for bathing, boating, fishing and outings generally has made this county a natural summer resort for several thousand people who come here every year. The altitude varies from 1,000 to 1,500 feet above sea-level.

General farming and stock raising are the engrossing pursuits of the greater part of the population which, in 1910, was 13,539. Convenient to the railway stations a great fruit, truck, berry and poultry raising industry has been developed and is steadily growing.

Compared with other counties in Missouri, McDonald county is thinly settled. Lands are cheaper here than anywhere else in Missouri and the income per acre is rather better than the average. All things considered, McDonald is a very good county to live in. It has an adequate school system, good roads, churches, good business towns improving from year to year. The county is

traversed by the Kansas City Southern Railway, on which are located the towns of Anderson, Elk Springs, Goodman, Lanagan and Noel, and the St. Louis & San Francisco Ry. Pineville, seven miles from the K. C. S. Ry., is the county seat. The other towns and villages are Arnett, Bethpage, Cowskin, Cyclone, Hart, Jane, McGinty, McNatt, May, Moral, Mountain, Powell, Rocky Comfort, Simcoe, Simsberry, Southwest City, Tiff City and Wylie.

The number of farms in the county is 2,154, comprising 217,189 acres, of which 106,096 acres are improved. They are valued at $6,221,370, and the average value per farm is $2,888; the average value of land is $18.40 per acre. The average acreage per farm is 100.8.

The value of the live stock in the county (1910) was reported at $1,085,965, and consisted of 12,601 head of cattle, valued at $262,907; 5,852 horses, valued at $529,188; 1,485 mules, valued at $149,966; 102 asses and burros, valued at $15,795; 17,691 swine, valued at $91,115; 9,533 head of sheep, valued at $35,667. The number of poultry of various kinds was 100,714, valued at $43,858. Colonies of bees, 740, value, $2,107.

The agricultural production of the county (1910) was as follows: Milk, 963,323 gallons; cream, 1,096 gallons; butter fat, 5,710 pounds; butter, 263,918 pounds; value of dairy products, excluding home use, $56,782; value of poultry and eggs produced, $125,768; value of honey and wax, $853; wool and mohair, $5,592; value of animals sold, $433,451 .

The value of the crops produced were as follows: Cereals, $441,191; other grains and seeds, $5,552; hay and forage, $153,027; vegetables, $45,757; fruits and nuts, $115,564; all other crops, $78,681.

The largest crops produced were: Corn, 508,047 bushels; oats, 115,525 bushels; wheat, 87,694 bushels; hay and forage, 17,507 tons; apples, 52,333 bushels; peaches, 6,264 bushels; berries, 906,071 quarts; nuts, 206,423 pounds; dried fruits, 150,166 pounds.

The taxable value of property in the county is $3,237,441. The county maintains 72 school districts, with 97 teachers and 4,754 pupils.

NEOSHO, MO., HARVEST SHOW, 1914.

The Arkansas Apple Crop. 1914

BENTONVILLE, ARK., APPLE SHOW, 1914.

THE SECOND ANNUAL APPLE SHOW

Of the Northwest Arkansas Fruit Growers' Society at Bentonville, Ark.

The greatest apple show ever assembled in Arkansas was put on display and opened to the public December 9, 10 and 11 at Bentonville, Ark. The display required a space of 60x120 feet, and filled the building used for the purpose. The arrangement of the display was exceptionally fine, and the fruit exhibited was excellent as to size, color and flavor throughout, making it difficult for the judges to determine without minute inspection which displays were entitled to the highest premiums. The different modes of packing for shipment were illustrated in the packages used for shipping apples. Along the sides of the large hall the different varieties of apples were arranged in tiers, consisting of bushel boxes, five boxes to the tier. There were seventeen 25-box exhibits; seventeen 10-box exhibits; twenty-five 5-box exhibits; 105 1-box exibits; one dozen table exhibits, with other odds and ends, making fully one thousand boxes of fancy commercial pack apples of all varieties grown in the Ozark region.

The judges to pass on the displays were Mr. Bert Johnson, Prof. W. H. Wicks and Mr. A. D. Kilham. All the boxed apples were scored by the following scale of points: Market condition 25, color 20, size 10, pack 20, form 10, uniformity 15. In scoring the table exhibits, the quality and condition of the apples counted for 60 points, and the arrangement and decoration of the table for 40 points.

The premium list applied to the following named varieties of apples: Ben Davis, Gano, Black Ben Davis, Collins Red, Winesap, Stayman Winesap, Missouri Pippin, Arkansas Black, Rome Beauty, Mammoth Pippin, Red Limbertwig, Delicious, Grimes' Golden, Jonathan, Maiden Blush, Ingram, Shannon Pippin and Mammoth Black Twig. But the display contained also other varieties, among them the Givens, Mammoth Black Twig, Western Beauty, Winter King, White Winter Pearman, Mason's Red, Bellflower, Virginia Beauty, Lawver, Ada Red, Etris, Payne's Late Keeper, Kentucky Streak, Steward's Pippin, Rambo, Ozark, Hasting's Red, etc.

The exhibits were made by the following named fruit growers, most of them residents of Benton County, Ark.: Julius Giger, G. H. Whitfield, E. T. Swenson, J. H. Keith & Sons, J. N. Jordan, C. H. Curry, Samuel Garver, J. C. Faris, A. G. Boyle, H. W. Gipple, W. E. Ammons, W. T. Ivey, Horace Thompson, S. L. Rand, J. P. Lea, Robt. Ray, G. W. Lincoln, W. F. D. Batjer, C. E. Stover, E. G. Sharp, J. F. Carnahan, E. C. Downer, A. P. Woods, D. O. Lane, R. M. O'Neil, J. M. Derreberry, L. D. McLain, Geo. S. Reeder, C. M. Harris and G. C. Davis.

The premiums awarded on the 25-box exhibit were as follows: Julius Giger, first; J. M. Jordan, second; H. W. Gipple, third. On the 10-box exhibits: R. W. Ray, first; W. F. D. Batjer, second; J. M. Derreberry, third. On the 5-box exhibits: H. W. Gipple, first; J. M. Derreberry, second and third.

The attendance at the display was very large and the meetings of the association, where all matters pertaining to fruit growing, the cultivation and marketing, were discussed, were largely attended, about 200 members being present. The papers read before the association covered a wide range of subjects. An elaborate banquet was held at the Hotel Massey on the night of December 10th.

1914 APPLE SHIPMENTS, STORAGE, ETC.

Arkansas Fruit and Farms.

Rogers had the heaviest apple shipments this season, 544 cars originating at this point. In addition, 115 cars were hauled to the Rogers storage, and the Frisco received 187 cars from the K. C. & M. from points on their line at this point.

The Rogers shipments consisted mostly of No. 2 bulk, Ben Davis predominating, and were shipped to Kansas, Iowa, Oklahoma, Arkansas and other points, bringing 35c to $1.50 per bushel, the latter price paid for the best stock. Orchards were sprayed four to five times and the best apples were placed in storage.

Springdale figures 361 cars, 132 cars to Texas and from 20 to 50 cars to Oklahoma, Kansas, Iowa, Arkansas and smaller shipments to the north central states. Twenty-three cars were shipped to Fayetteville storage and 20 to Fort Smith. Prices ran 50c to $1.50 per bushel, averaging 60c to 75c. More spraying was done this year than in previous years.

Bentonville shipped 215 cars and placed 125 in storage; total, 340 cars. Shipments were made to central and southern states, prices averaging about 70c per cwt. More spraying done in this vicinity than the year before and a better pack put up. Avoca shipped 231 cars; also 11 cars of dried fruit, 15 cars of canned apples, 6 of vinegar. Shipments were made to the usual sections, averaging prices 65c to 70c per 100 pounds. Other shipments with similar conditions, prices, etc., from Hiawasse, 203 cars; Lincoln, 176 cars; Gentry, 147 cars; Gravette, 101; Decatur, 86; Fayetteville, 83; Lowell, 80; Elkins, 63; Summers, 55; Garfield, 50; Prairie Grove, 48; Siloam Springs, 31; Johnson, 31; Farmington, 24; Westfork, 25; Greenland, 12; Durham, 5; St. Paul, 2; Crosses, 2. The K. C. S. received 147 cars from the K. C. & M. at Siloam Springs, making a total of 3,149 cars.

Approximately 150 cars of dried fruit have been marketed and a vast number of cars of green fruit have gone to the canners, cider mills, distilleries, vinegar factories, and home consumption figured up heavily. A great many cars were fed to stock and there was more or less waste in orchards where no spraying was done.

These figures are accurate, having been received from the railroads and storage points. Apples in storage at present are as follows: Bentonville, 20,000 barrels; Fayetteville, 18,000; Rogers, 12,000; Fort Smith, 11,000; about 4,000 barrels at Texarkana and a large number at Little Rock; but these storage figures are included in above totals.

Our early estimate of 5,000 cars for the 1914 Arkansas crop of apples still stands. Of course, this includes the crop on the M. & N. A. line and other sections; in fact, all the green stock shipped and stored as well as the great quantities diverted to the evaporators, cider mills, canners, distilleries, home consumption and waste.

THE NEWTON COUNTY HARVEST SHOW.

The town of Neosho, Newton county, Missouri (by the way, one of the prettiest little towns in the state), has a class of business men of whom any community should feel proud. They possess the ambition to do some good for their fellowmen, and incidentally to themselves, in the way of encouraging the farmer, fruit grower and stock raiser of their county to produce more and better crops, better and finer fruits, and more and a better grade of live stock of all kinds. In carrying out the idea, the Commercial Club started what is known as the "Newton County Harvest Show," and have held it once a year for the past five years. A subscription is taken up from among the business men and from $1,500 to $1,800 is raised. Prizes are offered aggregating $1,200, the remainder being used for expenses, advertising, etc.

The enterprise has been a success from the beginning, getting larger each year, the space being enlarged each year. The farmers become more enthusiastic over the results each year, and vie with one another as to which can bring in the best fruit, stock, etc., each year.

The most recent harvest show was held October 8-9-10 of this year (1914) and was the finest ever held. The displays surprised the natives. The display of fruits shown this year was the best display of any shown at any county fair and far ahead of any shown in any other part of the state. A greater part of the apples were bought for the Missouri Exhibit at the Panama Exposition. These apples, with enough more to make a carload, are now in cold storage. The farm products which were on display will also go to the Panama Exposition to be placed on exhibition.

The Harvest Show is held on the Public Square, in a temporary covered building, erected every year, and it costs nothing to see it. Everything is on exhibition free and no concessions are allowed, no grafting or skin games, merry-go-rounds, etc., such as accompany the usual county fair—in short, the Newton County Harvest Show at Neosho, Mo., is a miniature fair, all expenses paid by the merchants, held solely for the purpose of helping to obtain larger and better results for the farmers, to stimulate competition among them in the production of crops and incidentally promote their own lines of business.

NEOSHO, MO., HARVEST SHOW, 1914.

Fort Smith's Great Sorghum Syrup Factory

The Best-Clymer Sorghum Syrup Company completed their new sorghum syrup plant about November 1, 1914, at an expenditure of about $125,000, and had on hand 500 tons of sorghum cane and nearly 2,000 acres of cane in the fields to be worked up as rapidly as 100 skilled workmen can do the work. The cane is grown within a radius of fifty miles of Fort Smith and will be received as rapidly as it can be delivered by wagon and by rail. This sorghum syrup plant is the largest and most practically equipped plant of its kind in the world. A description of this plant will be found interesting.

The mill portion of the factory has a foundation 90x103 feet. While its interior is but one story it has an elevation of nearly three stories—and the machinery boilers and carriers reach nearly to the roof, and fill the whole floor space except narrow aisles.

No description can give an adequate idea of the massiveness of the machinery required to make cane into a commercial product, but some figures will help. The great battery of boilers, reaching the length of one side of this building have 1,000 horse power capacity. Half of these are coal burners and the other half are of the type known as Dutch oven boilers, burning the waste from the cane mills. These boilers supply power for the great engines which drive the crushers, grinders, and other machinery, and the surplus supplies the heating and cooking processes.

By far the most massive pieces of mechanism in this city are the great mills. One needs to see them to comprehend, but an idea may be gained by the statement that the flywheel of the engine weighs 20,000 pounds and is twenty-four feet in diameter. There are 520,000 pounds of machinery in this room. The machinery in this room is one unit consisting of a 400 horsepower engine. At its side is first a great grinder capable of reducing 500 tons of cane per day; next and an integral mechanical part of it there are three three-roll crushers, coupled up tandem and the first taking the material from the grinder automatically and passing it on to the next and so on.

BEST-CLYMER SORGHUM SYRUP FACTORY.

From the final of the three crushers the liquids fall to conduits and the reduced woody remainder of the cane passes out onto a 100-foot carrier which conveys it to the Dutch ovens for fuel. The cane farmers are supplied with ropes for tying their loads into ton bundles. They drive to the end of the machine room seen at the left of the picture. There a great derrick takes the load at one clutch and deposits it on a carrier which runs into the building and directly to the big grinder. Each grower has cut the tops from his cane. The tops he delivers to the company separately.

As may be seen the main building is four stories in height. This building is 50x70. Next year there is to be added another companion to it, for the purpose of handling the finished product, preparatory for market. This building is so packed with various processes, reservoirs and devices for making the finished product that one passes through the narrowest of aisles amid a bewildering array of enormous food laboratory mechanisms.

When the extracted liquor of the cane reaches this building from the crushers, it first goes into two cylinders resembling locomotive boilers in size. After it is heated to a stated temperature, it is conducted into twelve settling tanks. From these it goes to four evaporators, then back into a second set of twelve settling basins. From these in due time it is returned to a second set of four evaporators. From these it comes out with seventy per cent of the water extracted from the sugar. Most of these processes are cold operations.

The man who loves sorghum and has a more or less vivid understanding of the old system of "cooking" it, will be surprised to learn that he could hold his hand in the hottest places the cane juice gets in making the syrup after it reaches the first settling tanks. And yet the final process is the cooking, and the "kettle" is the most mysterious and intricate device in the plant. In the third story there stands a great steel box-like receptacle. It is seven feet wide, ten feet long and fourteen feet high. Its top arches over like a half cylinder. In either end there are powerfully strong glass peep holes as large as my lady's hand mirror.

This is the vacuum evaporator in which the final thirty per cent of moisture is taken out of the product. The "juice" is put into this great enclosed tank and "boiled" by steam heat; and yet its temperature never rises above 100 degrees. It cannot get "scorched" in that temperature. And yet it is thoroughly boiled. The reason it boils at so low a temperature is that beside the tank is a powerful vacuum pump. When the tank is filled and closed, practically all the air is pumped out of the top, reducing the heat at which water turns to steam. This evaporator has a capacity of 2,000 gallons.

The product is ready for storage and is run into one of sixty-three storage tanks, each of which holds from 4,000 to 5,000 gallons of syrup. It is stated that with the exception of supplying the cane growing patrons and local people, this season's crop will not at present be put on the market. The writer is indebted to the courtesy of Superintendent W. C. Parkinson for a most interesting trip over the plant. Superintendent Parkinson has been intimately associated for twenty-four years with the making of sorghum and cane syrups in some of the largest plants in the country, and came to this city from the plants at Fort Scott, Kas.

The mills have a capacity for a minimum of 5,000 acres of cane. Their crop this year lies throughout this field, stretching from Paris to Sallisaw and Cedars, and next year's crop will more than double the present acreage.

It has been announced that next year the Best-Clymer company will add a $25,000 canning plant to their manufactory for the purpose of making their products ready for the market. For several weeks they have been considering the possibilities for extending the products of the proposed canning factory to general lines of canned goods, such as this field is the center of production. Through conferences, they came to know of the Highlands orchards and the varied products of that enterprise, known all over the country as the biggest peach, berry and vegetable ranch and orchards in the world.

A short time ago, representatives of the Best-Clymer company visited Highlands and held a conference with its manager, Bert Johnson. One result of that visit was that they pronounced the canned sweet potatoes put up at Highlands, without a peer on the world's markets. There was correspondence and other conferences, and recently Mr. Clymer came from St. Louis and met Mr. Johnson in this city. They were working out co-operation between the great Highlands orchards and the Best-Clymer company in this city with the view of establishing canneries which shall make west Arkansas and her fruit and garden products lead the country in the canned goods trade. The movement is not fully crystalized, but it is one of the big practical certainties for the manufacture of home products in Fort Smith.

Some Talks With Farmers

An Immigration Agent for a railroad has considerable traveling to do, both on the line of his road and through other portions of the country, where he endeavors to inform the people about the lands and conditions along his line. He rarely stays in one town more than one day, and most of his sleeping is done on Pullman cars. From twelve to twenty nights on a sleeper is the usual monthly routine.

There are so many good places along the line of the Kansas City Southern Railway that it would be impossible to tell about them all in one article or in one book. We have booklets giving information in a general way about the various sections served by our line, but the details concerning individual efforts can only be obtained by talks with farmers to get their story of how they are farming and what their matured impressions of the country are. A story direct from the soil is better than hearsay which cannot be pinned down to the time, place and individual. There are farmers who are satisfied and glad to tell the unvarnished truth, and that is good enough. There are farmers who for some reason or other want to sell out, and they are not likely to underestimate the value of their farms or their crops. There are those who do not like to see their country too thickly settled, because it cuts off the free range for their stock. Their story is not likely to be favorable from the farmer's standpoint.

The lad who attends the agricultural college is likely to be a better farmer than his father was. He may not work harder, but he will work more intelligently and will get better returns for the energy expended. He will know why he plants certain crops on certain soils; why he cultivates in a certain manner; why he feeds his pigs and calves a certain combination of feeds, and why certain things should bring a profit which formerly went to waste. When he finishes his term at college, provided he had a level head to start with, he will not only be a farmer who can get up at daylight and work hard until dark, but he knows enough of chemistry to be able to determine what the soil needs to make it produce; he will be a manager capable of looking after the little leaks and wastes which often turn profit to loss; a merchant who keeps posted on the market and conditions which govern prices of what he has to sell and needs to buy and who knows when to sell and when to hold; a banker who will always keep "forehanded" and have money to loan to his less fortunate neighbors on good security, instead of being continually in debt to the town banker. He will pay no interest but will look after the collection of what is due him. He had better own ten acres and own it clear than to have one hundred and sixty acres and keep his nose to the grindstone to pay interest on the mortgage. Start your farming in proportion to the size of your roll. Farming is not a business for the man who has nothing to start on except his ability to work for some farmer who needs help. A small farm can be secured with very little money, and a little money can easily be saved by a frugal man. If a man with a small income expects to have as good a time in this life as a rich man, and if he measures a good time by the amount of money he can spend, there is something wrong with his mathematics and he had best start over again. A man always has what he calls "friends," but at times the best friend is money, after all.

There are times, however, when it is wise to buy a little more land than one can wholly pay for, because there may be conditions which will make the land more and more valuable every year, and with the crops produced enable the purchaser to clear away the balance due. But don't mortgage the remainder of your life. Buy only what you can see your way clear to pay for.

On trips made in October, 1914, I had conversations with many farmers and quote the statements of some of them here. Other statements will follow from time to time.

From Illinois to Missouri.

Henry Miller came from Illinois five years ago and settled at Neosho, Mo., buying a farm of 207 acres. On this farm was a two and a half-acre patch of strawberries, newly planted, and the owner told Mr. Miller that he might expect to harvest that year strawberries to the value of $500. Miller offered to let him have the crop for that much credit on the payment for the land, but, as the owner was moving to a new place several miles distant, it was not convenient for him to look after the patch, and so he told Miller that he would back

up his statement by agreeing to pay him the difference if the crop yielded less than the $500. Mr. Miller told the writer that he actually gathered and sold strawberries from this patch to the value of $1,082.50. He still believes in strawberries but carries on general farming.

He had about 60 acres of wheat, which yielded 1,800 bushels this year. He has a nice clover patch, which he cut twice, getting four and one-half tons per acre, the first cutting being two and one-half tons. He has some Red Poll cattle and Poland China hogs. About one-half of his farm is in pasture, the crops being grown on about one hundred acres of rich valley land.

He says that he likes the country and thinks that if a farmer cannot succeed here, he could not succeed anywhere. His farm is not for sale.

A Good Living on Ten Acres.

Mr. J. A. Eastridge was a cigar maker living in Pennsylvania. He came to southwest Missouri a few years ago and after looking around concluded that there was no good reason why farming and cigar making could not go well together. He purchased a ten-acre tract on the edge of Neosho, Mo., a thriving town of 4,000 people. I met him on the way to town where he was delivering a few packages of cigars to his customers. I learned that his brand was quite popular in the town. Answering questions he stated that this year (1914) he had realized $820 from three acres of strawberries, which commenced ripening May 15th. He continued picking for three or four weeks. Then he had blackberries which were ready for market by June 1st; raspberries, June 10th; tomatoes, June 15th, the latter lasting three months. Moore's Early grapes were marketed July 25th to August 1st. Green beans were planted the 4th of July and were ready for picking by the middle of August and lasted until frost. A conservative estimate by Mr. Eastridge of the yield of ten acres of fruits and vegetables for an average of ten years was $1,500 per year. "Of course, I made more than that, perhaps a little better than $3,500, but I grew some grape cuttings which were in good demand and I made a little on my cigars, which I only work on in my spare time. Some people might do better than I did and some worse, but I consider ten acres enough to make a good living from." Mr. Eastridge further said that he considered the early grapes the most satisfactory fruit to raise, as one could have quite an acreage, while strawberries were more profitable per acre, one could not care for so many acres. The "Moore's Early" is a fine table grape, the whole bunch ripening at once. It is a little larger than the Concord, just a little lighter in color, and ripens very early, reaching the market at a time when it practically has the entire field to itself and brings a good price.

An Orchard That Came Back.

An eight-acre orchard with 400 apple trees, located on a 300-acre farm, is not considered a commercial orchard, but rather a nice thing to have around the house. Mr. D. C. Brown of Neosho, Mo., has the 300-acre farm. He has other business in town and rents his farm. In the year 1900 he had set out the 400 two-year-old apple trees. In 1906 they commenced to bear, but having had only indifferent care, they never had what would be called a paying crop and the orchard was considered a failure. In 1912 the famous nursery man, Mr. Wm. P. Stark, established himself near Neosho and took a lease on this orchard for a term of twelve years. He cultivated the ground, pruned and sprayed the trees and this year (1914) the orchard had a very heavy crop, about 2,000 bushels of choice apples, and Neosho apples are bringing from $1.50 to $3.50 per barrel, which proves that proper care and attention given to an orchard will bring good results.

It also proves that a neglected orchard can be brought into good bearing condition again by proper care, but it is far better to give it the care from the beginning.

Grapes Make Money.

Alexander Richter, who is a practical grape culture man at Highland, Ark., last year cleaned up a nice sum of money from his vineyard. A few years ago Mr. Richter acquired an 80-acre tract of land near Highland on the side of a mountain and not suitable for agricultural purposes. People in that section wondered what a man could do with such a tract of land, but Mr. Richter was not to be discouraged. He knew that the land, which some people called worthless, was just what he wanted to make money on, and today he has one of the finest vineyards in the state. It yields heavy returns in money and is a very good investment. From one especially good quarter of an acre, he sold grapes to the value of $375. This looks big, and it is big. There is money in grapes in the Ozarks.

An All Around Farmer.

In 1913, Mr. Coulter, a prosperous farmer near Lockesburg, Ark., cleared $1,550, above all expenses, from his 18-acre El-

berta peach orchard, and the crop was only one-third of the average. Mr. Coulter raised Spanish peanuts, which netted him $50 per acre. This year (1914) he had 100 acres in peanuts. The nuts bring about 90 cents per bushel and he gets about one ton of peanut hay per acre, which sells for $15.00. He has 60 acres of Bermuda grass pasture, which he mows three times each year. He sells about $1,500 worth of hay each year. Mr. Coulter made $25 per acre clear from his oats in 1913, and in the same season, after the oats were cut, he raised a fine crop of cowpeas on the same ground, which paid him as much as the oat crop. During the average season, Mr. Coulter usually raises 40 bushels of corn to the acre and he fattens and ships a good many hogs. In the fall season he turns 60 or 70 head of hogs into the cowpeas after the corn is gathered and they get rolling fat. This farmer is making money and is contented. His farm is not for sale.

Peanuts Are Profitable.

Mr. John Bamber lives four miles from Mena, Ark., and this year had 35 acres in peanuts, harvesting 1,200 bushels by measure. He sold them at 65 cents per bushel, which is a low price, "account of the war." They usually bring 90 cents per bushel. This amounts to $780. He also had 595 bales of peanut hay, weighing 17 tons, which he sold at $16 per ton, or $272, a total of $1,052, or $30 per acre. Besides this, there are lots of "goobers" left in the ground for the hogs to get. Peanuts and sweet potatoes are splendid for fattening pigs.

Farm Life at Sulphur Springs, Ark.

Mr. J. R. Clark, who has lived for 20 years at Sulphur Springs, Ark., and expects to remain there the rest of his life, writes under date November 26th, as follows:

"Mr. Nicholson, Kansas City, Mo.

"Dear Sir:—In answer to your query, 'Where do I find the most desirable place to live?' I will say that I was reared in central Illinois and moved from there to Furnace county, Nebraska, living there 17 years; both states are good to live in. I then moved to Benton county, Arkansas, have lived here for 20 years and expect to remain here. All things considered, this is the best all around country I could find. Our soil is diversified and so are the crops, and, in some respects, the people. We can raise a crop here every year and produce fruit of all kinds. We have no severe winters, no frost yet up to this date. This is the ideal country for the well-to-do who have retired from labor, as there is no climate to excel ours for health. We have fine roads for the car or vehicle of any kind and our scenery is very fine. My farm, known as 'The Rose Farm'—and I have a bunch of roses before me now, grown in the yard—contains 128 acres of land and is well improved with good buildings. It is devoted to diversified crops and meets all our requirements. Our cows return us in cash a little over $300 yearly, and besides we raise some horses also. Our farm is 'home' for us, good enough to live on and good enough to stay on, as we know of no place that would suit us better."

Lake Charles, La., Sept. 22, 1914.

Mr. Leon Chavanne, Land Dealer,
Lake Charles, La.

My Dear Sir:

I came to this southwest section of Louisiana from Douglas county, Kansas, in the year 1889, with wife and two boys. I settled on a small farm south of Lake Charles and lived there 14 years. I always had plenty of chickens and hogs. I put up my own meat just as I did back there in Kansas. We lived comfortably and raised practically everything we needed on the place. Besides living comfortably and having everything we wished for, we were able to accumulate some means. We have enjoyed excellent health during the entire time we have resided here, and at this time I feel hale and hearty. On account of advanced age, I was compelled to retire from farming, and I am glad to say I have been able to live comfortably since retiring from active work.

I also raised a few cattle. I soon learned that the range on the prairie lands could take care of the stock as well as that in Kansas. This is indeed a stock country.

There is no place in these United States that can furnish a better climate. I have been able to farm twelve months in the year, and the man from Missouri can see it with his own eyes if he will but come and look.

Yours truly,
J. H. SHAEFFER.

"He prayeth well, who loveth well,
Both man and bird and beast.
He prayeth best, who loveth best
All things both great and small;
For the dear God who loveth us,
He made and loveth all."

Activities In Towns on the K. C. S. Railway

Wars and rumors of war have a tendency to retard development and business at places thousands of miles away from the nations in conflict. The effect of the war in Europe has been severely felt in America by hampering its exports and creating a stringency in money matters. That we are not as badly hurt as we thought we might be is shown in the improvements being made in the towns and cities along the K. C. S. Railway during the past three months. Other sections probably fared equally well.

Beaumont, Texas, has six new oil companies, with a joint capital of $89,000. The Uvalde Rock Asphalt Company increased its capital stock by $50,000 and the Brown Fig Company by $14,000. The Ideal Producing Dairy Company, incorporated for $100,000, and the Quality Ice Cream Company, capital stock $2,000, are new business ventures. In the matter of local improvements the following are on record: Purchase by city of Magnolia Park site, $12,643, and improvements thereon, $10,000; bond issue voted for drainage system in District No. 5, $175,000; contract for construction of intake canal for water works, $15,000; for settling basin, $24,290; for laying water mains, $5,000; Jefferson county let contract for 10,266 feet of new road, $11,000. The S. W. Telephone and Telegraph Company will erect an exchange building, to cost $100,000, and has expended $20,000 for a lot. A new three-stand, 80-saw cotton gin built, $3,000; municipal water filter, $4,975; Beaumont Electric Light and Power Company, new machinery and improvements, $100,000; twelve dwellings completed, $53,200; city building permits for August, $35,550; Y. M. C. A. building to be enlarged, $11,350; Perlstein contracts for two brick buildings, $19,000; city bonds voted in May for dock and warehouse construction, $175,000; Jefferson county highway bonds voted, $125,000.

Ashdown, Ark.—Ashdown Light and Power Company duplicates its plant; three new brick buildings, $14,000.

Anderson, Mo.—Anderson-Lanagan road completed, $8,000.

Amsterdam, Mo.—Amsterdam Canning Company's cannery completed and in operation.

De Ridder, La.—Incorporated: Specialty Store Company, $5,000; Long-Bell Experimental Farm, cotton gin, $3,000. Bessie Lee hotel remodeled; J. S. Roberts, brick store building; 18 new silos, $2,500; De Ridder Gin Company, $5,000.

Fort Smith, Ark.—Incorporated: Security Investment Co., $60,000; Mo. Jo. Sales Company, $5,000; U. S. postoffice and court house repairs, $2,500; Fort Smith Light and Traction Company, improvements, $75,000; city sewer construction, $12,227; street paving, $26,025; water works improvements, $14,555.

Bloomburg, Texas—New cotton gin built, $3,000.

Frontenac, Kas.—Jackson & Walker Coal and Material Company let contract for building a steam shovel, to be used in coal mining, $30,000.

Heavener, Okla.—Water works dam across Black Fork river completed; cost, $1,800. Cotton warehouse built, $1,060; city laid 1,100 feet water mains; W. B. Kissinger, new coal mine.

Independence, Mo.—Jackson County Parental Home, $14,975; city, contract for bridge construction, $14,831.

Horatio, Ark.—New plant of Beeson Stave Company, $10,000.

De Quincy, La.—Seven new dwellings, $7,500; new Hammon's building, with hotel and five store rooms.

Joplin, Mo.—Incorporated: Ten new mining companies, with capital stock amounting to $145,800; the Diamond Powder Company, $40,000; Geo. Stifel & Son, hydraulic pump factory, $150,000. Fourteen new concentrating mills built, $110,000; Picher Lead Company, new buildings, $100,000; Hercules Powder Company, nitric acid plant; Superior Bed Spring Company, double capacity of plant; Interstate Grocery Company new building completed, $150,000.

Lake Charles, La.—Incorporated: McSpadden Realty Company, $15,000; Community Oil Company, $60,000; K. M. Oil Company, $25,000; People's Mercantile Association, $50,000; Standard Oil Company, distribution plant, $25,000; Standard Oil Company, wharf and pier built, $2,000; city has under construction a drainage ditch, one-third mile long, ten feet wide and seven feet deep; contract let for construction of Gueydan canal, $15,000; Hodge Fence and Lumber Company, new manufacturing plant, $4,000; Clooney Construction Co. completed five barges and one tug; parish contract let for school building at Blair and Chou-

pique, $3,500; Elks remodel building and erect addition, $5,000; cost of new buildings erected between January and June, $240,000. Under construction, new buildings: Calcasieu Motor Company, garage, $15,000; Kress building; Houston Ice and Brewing Company, $50,000; Marianites Sisters' School, $40,000; Kelley-Weber Company, warehouse, $20,000.

Mansfield, La.—Wilson-Winn Company, new firm, mercantile, $50,000; Mansfield high school, new water and sewer system, cost, $1,211. Incorporated: Longstreet State Bank, $20,000; Southern Oil Developing Company, $20,000.

Mena, Ark.—St. Joseph's Academy completed and opened to the public, cost, $20,000. Franchise granted the Century Engineering and Construction Company for an electric light plant. Incorporated: Bear State Power and Development Company, $25,000; Century Engineering and Construction Company, $100,000.

Neosho, Mo.—City voted bond issue to improve city water works, $60,000; Neosho Ice Company has let contract for construction of cold storage plant, to hold 20,000 barrels of apples, $40,000; Barron Cooperage Company, of Republic, Mo., have installed machinery with capacity of 10,000 to 15,000 barrels; the W. P. Stark Nurseries have been enlarged and cold storage added; Neosho Creamery in full operation, with capacity of 20,000 cans per day.

Pittsburg, Kas.—Incorporated: Domestic Coal and Fuel Company, $110,000. Pittsburg Boiler Works, established 1889, constructing new building and installing new machinery. State Normal School building (Russ House), recently destroyed by fire, has been rebuilt at a cost of $100,300.

Port Arthur, Texas—Incorporated: D. W. Ryan Tow Boat Company, $50,000. Gulf Refining Company is installing a paraffin plant; the South Texas Telephone Company is constructing a new office building. The great pleasure pier, recently completed, has been opened to the public. The West Indian Molasses Company is building a storage and distributing plant for Cuban Black Strap molasses; investment, $50,000. Under construction: Street car line to pleasure pier. Long-Bell Lumber Company has completed construction of its lumber sheds.

Poteau, Okla.—Bond issue voted for Tallihnia school house, $20,000. Incorporated: Indemnity Oil Company, $25,000.

Sabine, Texas—Contract let for brick school building, $22,000.

Shreveport, La.—Incorporated: Shreveport Overland Company, $37,500; Louisiana Baptist Sanitarium (being organized), $300,000; United Gas and Petroleum Company, $100,000; Weaver-Hearne Lumber Company, $20,000; Title Guaranty and Securities Company, $1,000,000; Webster Saw Mill Company, $25,000. Contract let for work on Twelve-Mile Bayou, $10,000; Caddo Levee District contracted for 60,000 square yards of reinforced paving; Sieben Stone Building, improvements, $10,000; Dreyfuss Dry Goods Company completed new building with 31,680 feet floor space. City building permits for first five months of 1914, $689,473. Cedar Grove Baptist Church completed and opened. Caddo Parish has let a contract for construction of a steel bridge across Twelve-Mile Bayou, $10,000. Contract let for construction of the Kittridge building, $21,500. Lieutenant Governor T. C. Barrett will build a four-story, seventy-room hotel, cost, $70,000.

South Mansfield, La.—The Barber Iron Works has installed a modern brass foundry.

Texarkana, Texas—Organized: Sulphur Lumber Company has a saw mill under construction. Incorporated: Texarkana Crude Oil Company, $25,000; Cornish-Bell Furniture Company, $10,000. East Side city council has under consideration new water works system, to cost $299,810; Sulphur river bridge at Pace Ferry under construction, $6,000; bonds authorized for construction of Nix creek canal, cost, $40,000; trustees of Michael Meagher hospital fund will let contract for hospital to cost $100,000; the Hunter Warehouse—cost, $8,000 capacity, 2,000 bales of cotton—has been completed; city contract let for 214,436 yards of street paving and 16,510 yards of guttering, $206,833; Everett Hotel remodeled, $2,000; jail improvements, $3,500; city voted bond issue for school purposes, $20,000. New buildings, between January and June, 1914: Factories, stores, etc., $87,000; Country Club, $12,000; residences, $72,000; total, $171,000. Under construction: Store buildings and warehouses, $135,000; churches and schools, $88,000; residences, $241,000; total, $444,000. West Side city crematory has been completed, $4,500; concrete street bridge completed, $2,000.

Vivian, La.—Incorporated: Texas-Louisiana Petroleum Company, $50,000.

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Miscellaneous Mention

THE KANSAS WAY.

What follows is from the county correspondence of the Topeka (Kas.) "Farmers' Mail and Breeze":

"Kansas produced 116,000,000 bushels of corn this year. Last year the yield was 23,500,000 bushels. The farmers of Kansas have 77,000,000 bushels of wheat more than they had last year. The oats crop is 25,000,000 bushels larger than last year; barley, 4,000,000 bushels; rye, 360,000 bushels; potatoes, 1,500,000 bushels; sweet potatoes, 300,000 bushels; hay, 1,000,000 tons, and apples, 400,000 bushels larger than last year. Why shouldn't Kansas give generously to the starving people in Belgium?"

Kansas has responded. One of her first gifts is 100,000 barrels of flour, ground free by Kansas millers, and put in canvas sacks for shipment direct to starving Belgium. This is a gift of rich men and poor men alike, and the railroads carry it free. A mechanic gave a day's wages—four sacks of flour; a picture show man gave the proceeds of one performance; a merchant, one day's profits; a little group of women, a large portion of the money they ordinarily spend on Christmas gifts. That is the Kansas way.—Collier's Weekly.

THE OIL REFINERIES OF PORT ARTHUR.

This city has the distinction of being the home of the two largest oil refineries in the world. The Gulf Refining Company and the Texas Company. The oil fields in Texas, Louisiana, Oklahoma and Kansas are connected with these refineries by a system of pipe lines. The largest production of oil at the present time is in Oklahoma, the most of which finds its way through the big refineries at Port Arthur. The products of these refineries are marketed in every part of the world; each company maintains a fleet of about fifty vessels with which to carry on this immense business.

The Texas Company also operates independent of its refinery one of the largest roofing and asphalt plants in the South. This plant is located at Port Neches, only seven miles from Port Arthur on the Neches river. There is also a canning plant of the Texas Company near the docks where nearly a thousand men are employed and where all the finer oils, such as lubricating, gasoline and kerosene are canned and crated for export trade. The immense business of these refineries necessitates a force of 3,000 men, and the annual payroll amounts to nearly $3,000,000.

The two refineries consume about 2,500,000 barrels of crude oil per month, the value of the manufactured product being approximately $30,000,000. The companies are constantly increasing their facilities, and at the present time the Gulf Refinery is building a paraffin plant, and the construction of same is well under way. It is estimated that these improvements when completed will cost upwards of $2,000,000 and require a large additional force of employees to carry on this work. The constant increasing work of these refineries make an extra demand for building material and a constantly increasing number of men.

ON THE HOOF.

By Wm. Nicholson.

In these times of high prices for beef and pork, as well as all other meats, it looks like it was time for the farmers to raise more stock and poultry. It has always been a proverb that most grains and grasses brought a larger profit to the farmer when fed to stock, than when sold to some one else for the same purpose. It is easier for a farmer to borrow money for the purpose of buying stock to feed than to borrow on the feed itself. But most farmers are "forehanded" enough to own, free from debt, quite a respectable herd, and we believe they cannot do better than to put all the money they can command into live stock, up to a point of consuming all the grains and grasses they produce on their own farm. Over speculation in this matter is not always advisable or profitable, but very seldom is there a loss in feeding up your own corn and hay.

Cheap lands can often produce as much feed as the more expensive acres. This means that there are localities where productive lands are to be had at a less price than in more densely settled localities.

There is a splendid general farming and stock man's country through southwest Missouri, eastern Oklahoma, Arkansas and Louisiana, along the line of the Kansas City Southern Railway. Lands can be had

remarkably cheap and young farmers can commence life on their own land and grow to be well to do, while in many cases they cannot even get a start in the locality where they are now living. This is a time when it is brought home to all of us that the farmer's is the most independent calling of any, and those who own their own farms and work understandingly need never know the meaning of "want." Young farmers owe it to themselves to look into this matter of getting low priced lands and gaining the increase in value that comes year by year.

IN SOUTHWEST LOUISIANA.

Vegetable and Fruit Interests on the Up-Grade.

Lake Charles, La., Dec. 18.—Through the instrumentality of D. M. Foster, Jr., of the Southwest Louisiana Produce Association, United States Demonstration Agent Paul Perkins and others, farmers of this community will be able to secure seed potatoes from Maine at a rate of $1.16 per bushel at the car here. This is virtually half the price ordinarily paid. Analysis has proven Calcasieu parish soil well adapted to the raising of potatoes, and effort will be made to interest truck farmers and others to plant a bigger acreage next spring.

A larger acreage than ever before in strawberries in Southwest Louisiana is now under cultivation, with prospects of good yield. Wet weather has hindered attention to the berry plants, but mild temperature has accompanied most of the inclement period. It is believed berries will be ripe shortly after February 1st.

The growing of oranges and grapefruit is progressing steadily, although very slowly. The Louisiana sweet orange, reared very successfully in the coast parishes, is of exceedingly good yield, and exceptional quality. The Satsumas raised here are a small and very palatable orange. The temperature seldom drops so low as to endanger the crop.

The lowest temperature of the season was recorded here Monday, December 14, at 7 a. m., when it was 24.58 degrees at the Government observatory. On the 15th a reading of 26 degrees was made. Ice formed on protected pools.

The raising of winter cabbage, beets, radishes and such other garden truck as is immune to light frost and freezing weather, is taking on more and more aspects of becoming a real institution in Southwest Louisiana. Homes here are supplied until January with such vegetables fresh from the garden. With close attention the winter crop can be made a successful and profitable one.

OPPORTUNITY FOR A BOX AND CRATE FACTORY.

The fruit and truck producing industry along the K. C. S. Railway is very large, amounting to from 2,500 to 10,000 carloads annually. A large crate box and basket factory, including a veneer plant could do very well and is needed. The Dierks Lumber & Coal Company have at DeQueen, Ark., a planing mill with power plant and also a hardwood mill with power plant which they would either sell or lease for a term of years to parties who would engage in this line of manufacture. The crate manufacturers could arrange to ship much gum, in the log or in the lumber as they might see fit, from points up and down the line to DeQueen, there to be milled. Other raw material is also available at points along the line.

SILOS ON SOUTHERN FARMS.

The silo is coming to be more and more common in this section of the country. It is really a very simple proposition. It is not expensive when one takes into consideration the value of the feed that is saved, feed that would otherwise go to waste and it is especially profitable where dairy cows are kept.

The principle of silage is simple. It is a means of taking the plant at a time when it contains the fullest measure of nutritive value, when it is at its height of development of plant life and storing it up for use when there is a scarcity of feed of this kind. In other sections of the country where long winters make it necessary to furnish all of the feed for the cattle during several months of the year the silo is a necessity, but down here where we have feed 10 months in the year it is equally important for it furnishes a variety, it makes it possible to get more feed off from an acre; that is, it makes it possible to keep more cows per acre and there is no question but the condition of the stock is much better where silage is fed.

There are numerous kinds of silos. You may have those that are home made, you may have the stave silo, the cement block silo, or the concrete construction. Anything is good. The principle is simply to store up the feed in such a way that it will keep indefinitely and that it may be used when pastures are dry or when the variety of feed is limited. Surely there should be a silo on every southern farm where dairy cows are kept and it is equally important for other kinds of farm stock.

THE DAIRY COW FOR THE SOUTH.

The southern section of this country is specially adapted to dairying. The wonder is that dairying has not been more freely followed in the past. Possibly the people here are not so well posted on just what the dairy possibilities mean to them, or perhaps they are making such an easy living that they do not care for the extra profit which would come from a little extra work in this connection.

Holland is known everywhere as the greatest dairy section of the world. It is perhaps the richest country, at least one of the richest, it is a country where aristocracy is unknown and where success and prosperity go hand in hand, where the small farmer is the principal money holder, the large factor in business success. A second Holland could very easily be built up in certain sections of the South, especially sections of Louisiana. The dairy cow would bring to this community the greatest measure of success because the dairy cow is practically necessary for diversified farming. She furnishes the very best market for the products that will grow so luxuriantly on Louisiana soil. She will take the corn after it is made into silage and give you back a liberal reward each day in milk and butter fat. She will put back upon the soil the fertility that is taken out by plant life. She will enrich the pastures and the fields and she will increase the bank account, she will give many a farmer who does not know what a bank account is, prosperity and the feeling of assurance which can come from nothing else.

The dairy cow implies better means of farming, she implies better machinery, better homes and better equipment. The dairy cow will bring to the Louisiana farm home a feeling of security that it has not known previously. She will give a harvest in return for the crops that are fed her each day and this will mean prosperity where before credit has been repeatedly sought.

The salvation of many a Louisiana planter is to be found in cutting up the great land holdings into small farms, and the small farm is not run to best advantage unless stock is kept and of this stock the dairy cow is invariably the most profitable. —Gulf States Farmer.

SOME FACTS ABOUT THE UNITED STATES.

The U. S. Department of Commerce recently issued a statistical record of progress of the United States covering the period of time between the years 1860 and 1914. This bulletin contains, among other items, the following information:

"Since 1850 the population, then 25,000,000, has more than quadrupled. Commerce has grown from $318,000,000 to $4,259,000,000, and the per capita value of exports from $16.96 to $23.27.

"National wealth has increased from $7,000,000,000 in 1870 to $140,000,000,000, and the money in circulation from $279,000,000 to $3,419,000,000. For the entire country, bank clearings have grown from $52,000,000,000 in 1887 to $174,000,000,000 in 1913.

"In the public schools there are enrolled 19,000,000 children, and in the colleges 200,000 students. The total expenditure on education approximates $500,000,000 a year.

"More than 22,000 newspapers and periodicals are now printed in the United States.

"In 1850 there were 251,000 depositors in savings banks. There are now 11,000,000, with deposits aggregating more than 100 times as much as at the middle of the last century.

"The value of farms and farm property increased during the last half century from $4,000,000,000 to $31,000,000,000; the value of manufactures from $1,000,000,000 to over $20,000,000,000, and the number of miles of railroad in operation from 9,021 in 1850 to 258,033 miles in 1912.

"In the last twenty-five years the number of passengers carried has increased from 492,000,000 to 1,004,000,000, and the volume of freight handled each year from 632,000,000 to 1,845,000,000 tons.

"Nearly 20,000,000,000 pieces of outgoing mail matter were handled annually by the postoffice department, which disbursed last year $262,000,000, or $2.70 per capita."

Many travelers have asked the question, "Why was the measurement, four feet, eight and one-half inches, determined upon as our standard railway gauge?" The origin of the dimension is rather obscure, but a recent authority asserts that while George Stephenson was inspecting portions of the old Roman wall upon which chariots were driven he took occasion to measure the width between the ruts worn in the stone. As he found this to be four feet, eight and one-half inches across he decided that the Romans must have learned from experience that this gauge was the most practical, and he therefore, adopted that width. Since then many other gauges have been tried, but none have proved as satisfactory.

AMERICAN EXPORTS IN OCTOBER AND NOVEMBER, 1914.

Notwithstanding the uncertainty and anxiety in the market for marine insurance risks by reason of the German cruiser activities in the Indian and South American waters, shipping men report that almost every available ship in the Atlantic harbors, excepting the German and Austrian vessels tied up, is in use, or will be before the close of November. Similar reports come from New Orleans, Galveston, Port Arthur and other ports. It was estimated November 12 that entirely new business amounting to $200,000,000 has been done by the United States as a direct result of the war, and the demand of Europe for food, clothing and war supplies. A feature of the export market, which has a very important bearing upon the financial situation, is the fact that German buyers, acting for the government, were large buyers of cotton to be shipped through Italian ports. German and Austrian agents have been large buyers of wheat and other foodstuffs. The French government has bought foodstuffs and war material since the beginning of the war to the value of over $30,000,000. Foreign clearances of cotton at New Orleans in a single week amounted to 127,664 bales from this port only, England being one of the best buyers. A twenty-four-hour record of wheat passing through Chicago for export showed an excess of over three million bushels on October 23d. On the same date there were 400,000 bushels of wheat in the grain elevator at Port Arthur, Tex., and a hundred car loads in the yards waiting for the arrival of several grain ships. The beef export from New York for September amounted to 7,000,000 pounds, eleven times as much as was shipped in the same month in 1913. The canned beef amounted to 3,000,000 pounds, eight times more than in the same month the preceding year. Of grain exports, including flour in the terms of wheat, there were exported during the three months ending October 1st 18,500,000 bushels, compared with 59,000,000 bushels in that period a year ago. For September the exports of wheat was 26,000,000 bushels, of oats 10,780,000 bushels, of rye 712,000 bushels, of corn 1,152,043 bushels, oatmeal 2,842,222 pounds, rice 10,443,817 pounds, barley 2,750,000 bushels. In addition there were exported 4,569,811 pounds of canned salmon and 52,290,773 pounds of refined sugar. Of the wheat above mentioned, France bought 7,572,000 bushels, the United Kingdom 6,640,000 bushels, the Netherlands 2,201,000 bushels, other European nations 5,390,000 bushels. More than 2,560,000 bushels were exported to Canada and 580,000 to Brazil. The value of all foodstuffs exported in September was $68,490,889, whereas in the same month of the preceding year the total was $38,786,624. The exports of five days in October from New York was $21,983,742.

The oil exports from Port Arthur, Tex., in September amounted to 1,785,954 barrels, the greatest export in the year. The total exports from January to September inclusive, nine months, is 14,070,223 barrels.

The lumber exports, which had been practically dormant for nearly three months, has suddenly come to life and while not yet up to normal, may reach that point at the close of the year. To one not afflicted with the blues, the foregoing ought to look like good business.

LOUISIANA FARM STATISTICS.

There are 120,546 farms in Louisiana.

The approximate land area of this state is 29,061,000 acres; 10,439,000 acres are in farms and 5,276,000 acres of the land in farms are improved.

The average size of a Louisiana farm is 87 acres.

The farms of this State represent a capital investment of $301,220,000.

The farmers of this State own $18,977,000 worth of implements and other farm machinery.

The value of the domestic animals, poultry and bees on the farms of this State is $44,699,285.

The average value of a Louisiana farm is $2,499.

CORN YIELDED $960,186.52.

Crawford County, Kansas, Crop Was 1,412,039 Bushels, State Report Shows.

Crawford county raised more than a million bushels of corn and more than a million bushels of oats the past season. Figures produced by the state board of agriculture are the authority for this. According to the report from Topeka the corn crop of this county totaled 1,412,039 bushels. The oats yield was 1,484,218 bushels.

Continuing the statistical operation the valuation of the corn crop of the county is fixed at $960,186.52. This figure is obtained by accepting 68 cents per bushel as the average price at which corn sold. Using the average of 38 cents per bushel as the price for oats the crop is valued at $564,002.84.

Railway Economics

RAILWAY MILEAGE OF THE UNITED STATES AND OTHER COUNTRIES.

Regarding the capitalization of the railways of the world, showing that the United States is eighteenth in capital per mile, but first in total mileage, the bureau of Railway News and Statistics says:

Although the United States railways in 1912 comprised more than one-third the total mileage of the earth, their capital represented but little more than one-fourth the entire investment in the world's railways. Average capital per mile of United States railways, in other words, was only a little over three-quarters the average per mile of the entire world.

How moderate capitalization of our railways is in comparison with most foreign countries is shown strikingly in the yearly figures of the Royal Prussian department of public works.

During the year 1912, according to these figures, approximately $1,745,000,000 was added to the world's investment in railways, or an average of $119,455 for every mile added to the total mileage during the year. This brought the aggregate capital of the world's railways at the end of 1912 to the gigantic sum of $58,695,209,664. "To give an idea of this sum," says the German commentator, "it may be remarked that a pile of 20-mark pieces ($4.76) equaling this amount would have a height of 11,468 miles, and that to carry this sum, likewise in 20-mark pieces, about 9,860 freight cars, each with a capacity of 20,000 lbs. (11 tons), would be required.

For the United States, however, capital in 1911 is placed at $19,200,000,000, or $78,722 per mile. This is the erroneous gross capital, which includes all duplications due to intercorporate ownership and disregards the Interstate Commerce Commission's figures of $15,000,000,000, or $63,944 per mile, as the correct capital of United States railways. Making this correction, total world capital is $54,502,553,664, or $81,284 per mile, against $63,944 in the United States.

This places the United States eighteenth in the list of countries in order of capital by mile, though by a margin of 200 miles it is first in point of mileage. The countries which exceed the United States in capital per mile are, in order:

1.	England	$269,496
2.	Belgium	189,023
3.	France	143,435
4.	Brazil	142,080
5.	Italy	124,116
6.	Austria	120,311
7.	Switzerland	117,953
8.	Germany	116,661
9.	Roumania	88,937
10.	Spain	88,368
11.	Japan	84,301
12.	Russia	83,496
13.	Holland	82,796
14.	Servia	73,373
15.	Hungary	69,084
16.	New South Wales	65,898
17.	Algiers	64,019
18.	United States	63,944

Some of these countries of higher capitalization have narrow gauge railways, while many others offer service and equipment which would not be tolerated in the United States. Only the following countries, continuing the order, are below our own capital per mile, most of them being countries of very poor railway facilities, while for some the latest figures represent capital from 5 to 10 years ago:

19.	Sumatra	$60,885
20.	Denmark	59,683
21.	Victoria	58,588
22.	Argentina	56,821
23.	Uruguay	52,921
24.	Chile	52,480
25.	New Zealand	52,206
26.	Sweden	51,386
27.	Canada	50,952
28.	South Africa	50,380
29.	Gold Coast	49,152
30.	Bulgaria	45,651
31.	East India	45,089
32.	Norway	43,256
33.	Cuba	42,624
34.	Tasmania	42,239
35.	South Australia	39,928
36.	Siam	38,681
37.	Finland	36,864
38.	Lagos	33,792
39.	Queensland	32,600
40.	West Australia	25,599
41.	Sierra Leone	20,582

Europe retains by a large margin the leadership for the state-owned railways, 113,699 miles being under government ownership against 98,952 under private. North and South America have only 22,237 miles

of state owned roads, against 321.406 of private. Australia has the largest proportion under government ownership, 18,970 miles out of 21,578, while in Asia, 43,840 out of 66,534 and in Africa 15,835 out of 26,491 are state-owned. For the world, private companies own 456,416 miles, or 68 per cent of the total, government 214,581 miles, or 32 per cent of the total.

THE SHRINKING INCOME OF THE RAILROADS.

Mr. Daniel E. Willard, president of the Baltimore & Ohio Railroad, made the following statement before the Interstate Commerce Commission on October 19th:

"The annual statements of all the railroads involved in the proceeding combined, for the fiscal year ending June 30, 1914, show roundly that the total operating revenues during that year were approximately 53 million dollars less than during the previous year, while the operating expenses during the same period were approximately 18 million dollars greater.

"The net operating income of these companies for the same period amounted to $258,900,000, or approximately $77,700,000 less than was earned during the previous year and equal to but 3.98 per cent upon the property investment, a lower return than was shown at any time in fifteen years.

"The income, applicable to interest, dividends and surplus during the fiscal year just closed was $264,900,000, or 4.02 per cent upon the total capital obligation, this return also being lower than any in fifteen years.

"A war such as that now raging caused great and immediate disturbance to industry, commerce and finance. It caused contraction of credit and great restriction if not the actual stoppage of international trade as well as serious disturbance to domestic, and as we have seen, it has thrown the security markets of the world first into panic and then into suspension of operations.

War Has Curtailed Capital.

"In so far as the war and its consequences tend to change the conditions surrounding the enlistment of new capital, they tend to change the fundamental relation between railroad and shipper, for the cost of capital is one of the most important elements of the cost of transportation.

"It is known that the railroads of the United States have over 520 million dollars of outstanding obligations which will mature and must be met within the next twelve months. It was shown in the original record in this case that the railroads in official classification territory had spent approximately 200 million dollars per annum upon their properties for improvements and extensions during the last 10-year period, and it will be necessary to continue such expenditures if the roads are to maintain their standard of service and provide for the growing needs of the future.

"Further, as nearly as can be ascertained, there are more than three billion dollars of American railroad securities held abroad as investments. The demands for cash in Europe, growing out of the present situation, will doubtless result in large selling of such securities when the markets or stock exchanges are again open and the possible effect of such selling upon railroad credit and related subjects is causing much concern.

"With all this in mind it will readily be seen that the available supply of and possible demand for new capital, as well as the interest rates thereon, are matters of great importance, not only to the railroads, but also to those who depend upon them for transportation."

MAKING RAILROAD BUSINESS.

The New Creative Policy of Enlightened Traffic Men.

From the New York Evening Post.

It has been said of Darius Miller, the late president of the Burlington, that his success as a traffic man was due mainly to his clear-headed recognition of the fact that a railroad's profits are derived chiefly not from the business which it wrests from its competitors, but from business which it develops on its own lines.

It was as a creator of traffic that he first established himself with the greatest of all traffic creators, James J. Hill. The characteristic of creating traffic rather than outbidding a rival was marked in Mr. Miller because he was raised in a school where the methods used by traffic men to get business were quite different. As a result of legislation and concerted action on the part of railroad men themselves, however, there are now many traffic men of the Darius Miller type.

In this day and generation a railroad tells the farmers along its line what crops to plant, when and how to plant them, when fruits and vegetables should be picked, how they should be packed, and where a market can be found. Nowadays if the highways

used by the farmers in getting crops to the station are in such bad shape that horse-power is being wasted, the railroad sends men with a specially equipped car to tear out and rebuild a section of the turnpike to show how the average wagon load can be increased.

Other men, graduates from agricultural colleges, are sent out to show how land should be fertilized and cultivated. Then there is the dairy car that travels about to illustrate the most approved butter and milk-making methods. Prize hogs, cattle and sheep from James J. Hill's farm are scattered from St. Paul to the Pacific Coast, and each gift or sale is expected to do its part in raising the general standard. These and many similar methods of securing freight have been substituted by the railroads for rate cutting and rebating.

RAILROAD BAITING.

With true appreciation of the facts and with admirable courage President Wilson declared that the railroads were almost the only business interest of this country which immediately concerned everybody, and that they were in need of more revenue. In importance to the whole people no other industry except agriculture can for a moment compare with transportation, and from any deterioration of the transportation plant agriculture would suffer more extensively than any other industry.

Net earnings of railroads for the fiscal year ending June 30th last, as reported by the Interstate Commerce Commission monthly and compiled by the Financial Chronicle, fell off a hundred million dollars as compared with the year before. They were, therefore, smaller than in 1911; but in the three years several hundred million dollars of new capital has been invested in the roads. Since the beginning of 1913 eighteen roads have passed or reduced dividends. Meantime the roads have a huge amount of maturing obligations to meet between now and the end of 1915. To get the money for that purpose they must not only pay higher interest, but offer indubitable security.

Since President Wilson's letter on the subject, this situation has been pretty generally appreciated. The need of more railroad revenue is real and urgent. The alternative is an impaired transportation plant, which would handicap every line of business in this country.

Unfortunately there are a few inveterate railroad baiters left; but we have no doubt the public generally understands the condition.—Saturday Evening Post.

GOVERNMENT AND RAILROADS.

If this experiment of private ownership and public control breaks down, the alternative, no doubt, will be government ownership of railroads. We do not think the public will surrender its control of the roads or that the government will ever guarantee interest and dividends while the ownership is in private hands.

Many able railroad men believe that the experiment is visibly breaking down; that —in the words of President Ripley of the Atchison—"the system under which private individuals are expected to furnish the cash while a group of lawyers at Washington provide a management out of their own theories cannot possibly endure."

Admittedly the experiment is a difficult one. Imagine it applied to your own business, whatever that business may be—you to furnish the capital and take all the risks, while some political appointees supervise the management in many essential details and fix the price at which your product shall be sold! For it to succeed, the supervising body must be fair, able, courageous, and far above any temptation to play demagogic politics with its power.

That private ownership cannot continue unless the roads are in a position to attract private capital is as obvious as that two and two make four; and the railroads cannot attract private capital unless they are reasonably prosperous. Mr. Ripley's suggestion of a compromise, with a government director for each group of roads, who shall have power to veto any action of the Board, and with government guaranty of present dividends and 6 per cent on new capital, seems politically impossible.

It looks as though the issue lay between the present arrangement and government ownership. Believing that government ownership would be a costly error, we want the present arrangement to succeed; and that depends practically on the character of the Interstate Commerce Commission. —Saturday Evening Post.

Good roads always contribute to the social advancement of the community. While the towns and cities are greatly benefited by good highways leading from the country to the towns and cities, rural people are the greater beneficiaries, because farmers not only advance on account of the saving in marketing their products, but they improve their social, educational and religious standing, because of good roads. Really there is no argument for poor roads, nor against building and maintaining good roads.

K. C. S. RAILWAY
Employes' Supplement Number 13
F. E. ROESLER, Editor

THE KANSAS CITY SOUTHERN RY. CO.
KANSAS CITY, MO.
J. A. EDSON,
PRESIDENT

December 25, 1914.

TO OFFICERS AND EMPLOYES:

Your faithful, loyal service during the year about to close is most cheerfully acknowledged and sincerely appreciated.

On behalf of the Company, and personally, I wish you all a merry Christmas and happy holiday season, and express the hope that the New Year may bring to you and yours health, happiness and prosperity in abundance.

J. A. EDSON.

SAND

I observed a locomotive in a railroad yard one day.
It was waiting in the roundhouse where the locomotives stay;
It was panting for the journey; it was coaled and fully manned,
And it had a box the fireman was filling full of sand.

It appears that locomotives cannot always get a grip
On their slender iron pavement, 'cause the wheels are apt to slip;
And when they reach a slippery spot their tactics they command,
And to get a grip upon the rail they sprinkle it with sand.

It's about this way with travel along life's slippery track,
If your road is rather heavy and you're always sliding back;
So if a common locomotive you completely understand,
You'll provide yourself in starting with a good supply of sand.

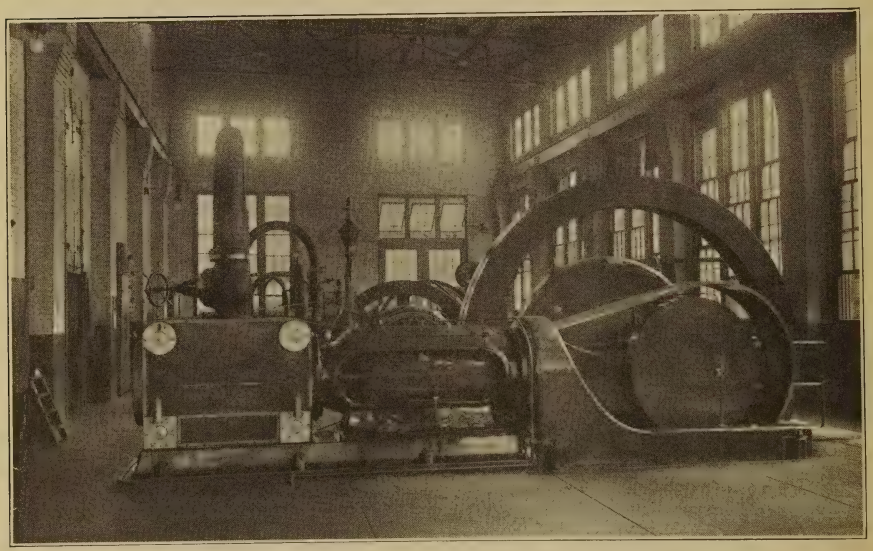
If your track is steep and hilly, and you have a heavy grade,
And if those who've gone before you have the rails quite slippery made,
If you ever reach the summit of the upper table land,
You'll find you'll have to do it with a liberal use of sand.

If you strike some frigid weather and discover to your cost
That you're liable to slip under a heavy coat of frost,
Then some prompt, decided action will be called into demand,
And you'll slip way to the bottom if you haven't any sand.

You can get to any station that is on life's schedule seen
If there's fire beneath the boiler of ambition's strong machine,
And you'll reach a place called Flushtown at a rate of speed that's grand,
If for all the slippery places you've a good supply of sand.

—E. P. Walling in Richmond "Register."

From address of J. F. Holden, vice-president Kansas City Southern Company, delivered before the "Realization Dinner" of the Real Estate Board recently.



POWER HOUSE, K. C. S. SHOPS, PITTSBURG, KAN.

THE MAN BEHIND THE TICKET.

(Edward Hungerford in the Saturday Evening Post.)

The primary schools of railroading are the little red and yellow and gray buildings that one finds up and down the steel highways of the nation, dotting big lines and small. You find at least one in every town in America that thinks itself worthy of the title. And they are hardly less to the towns themselves than the red schoolhouses of only a little greater traditional lore. To the railroad their importance can hardly be minimized. They are its tentacles, the high spots and the low where it touches its territory and its patrons.

To understand how a station agent measures to a job, take one of them who is typical. Here is one man who in personality and environment is representative, and the small New York state town in which he is the railroad's agent is typical of tens of thousands of others all the way from Maine to California. Briar Hill is an old-fashioned village of less than ten thousand population, albeit it is a county seat and the gateway to a prosperous and beautiful farming district. Two railroads reach it by their side lines, which means competition and that the agent for each must be a considerable man and on the job about all the time. Our man—we will call him Blinks and his road the Great Midland—has never lived or worked in another town. Thirty years ago he entered the service of the G. M. as a general utility boy round the old brick depot at $12 a month. The old brick depot is still in service and so is Blinks.

In 30 years his pay has been advanced. He now gets $110 a month. In addition his commissions amount to $40 or $50 a month. Engineers and conductors get more, but the station agent is not a member of a powerful labor organization. There is an Order of Railroad Station Agents, to be sure, but it is hardly to be compared with the Brotherhood of Locomotive Engineers or the Order of Railroad Trainmen.

Blinks does not belong to a labor organization. Although he was an expert telegrapher with a high-speed rate, he did not happen to belong to the telegraphers' organization. Instead there is a rather fine vein of old-fashioned loyalty to the property. He was all but born in the service of the Great Midland—he expects to die in the harness there in his homely, old-fashioned office in the brick depot at Briar Hill. His is the sort of loyalty whose value to the road can hardly be expressed in mere dollars and cents.

If you would like to know the truth of the matter you will quickly come to know that the real reason why Blinks has never joined a union is because he holds an innate and unexpressed feeling that he is a captain in the railroad army, rather than a private in its ranks. For he is secretly proud of the force that reports to him—chief clerk, ticket agent, two clerks, a baggage master and three freight house men.

His is routine work and intricate work. He writes enough letters in a week to do credit to a respectable correspondence school, and he makes enough reports in seven days to run three businesses.

The tariffs, both freight and passenger, are fairly encyclopedic in dimensions, and the folks down at headquarters fondly imagine that he has memorized them. At least that seems to be their assumption, if Blinks can judge from their letters. Every department of the road requests information of him—and gets it. And when he is done with the railroad he realizes that he is violating Biblical injunction and serving two masters—at least. For the express company is fairly prolific with its own tariffs and other literature. And the telegraph company has many things also to say at Blinks, there in the old brick depot.

Yet the wonder of it is that Blinks endures it all—not only endures but actually thrives under it.

In six or seven minutes he has completed an important passenger transaction with rare accuracy. Rare accuracy, did we say? We were mistaken. That sort of accuracy is common among the station agents of America.

When the nervous, hurried, accurate transaction is done you might expect Blinks to rail against the judgment of travelers who wait until the last minute to buy tickets involving a trip over a group of railroads. But that is not the way of Blinks.

"I could have sent them down to the junction on a local ticket and let them get their through tickets there; but I like those tickets on my receipt totals, and I'm rather proud of the fact that they've made this a coupon station. My rival here on the R—— road has to send to headquarters for blank tickets and a punch whenever he hears in advance of a party that's going to make a trip, and a clerk down there figures out the rate. We make our own rates and folks know they can get through tickets at short notice."

That means business and Blinks knows that it means business.

Referring to a road which some time ago censured one of its agents for spending $6.75 for a transparency in honor of the celebration of the centennial of the town

in which he was located, the author states:

Today it would not censure him for spending $6.75 out of his cash drawers for giving it a representation on a local fete day. It would urge him to spend a few more dollars and make a really good showing. It is giving him a little more help in the office and insisting that he mix more with the citizens of the town. It will pay his dues in the Chamber of Commerce and in one or two of the local clubs—providing the dues are not too high. For in that sort of thing the road is still feeling its way.

MANY CHANGES HAVE COME.

A Veteran Recalls the Old System Under Which He Began.

"During an experience of 40 years in railroad work, 35 of that time as a locomotive engineer," one of the veteran engineers on the Kansas City Southern remarks, "Many changes have been made which have tended to greater efficiency and more safe and modern means of handling a business which at best must necessarily be full of hazard. The modern coupler has replaced the link and pin. As late as the year of 1870 and 1871, all couplings, both passenger and freight, were the link and pin, and I remember well the frequent accidents caused by trainmen getting caught between the platforms of passenger coaches while making couplings, to say nothing of the appalling number killed and injured in freight car couplings. This has all been done away with by the modern automatic car coupler.

"As early as 1863 efforts were made to perfect a power brake to take the place of the hand braking on passenger trains. The first one, which I also remember well, was a windlass running crosswise under the engine deck with a friction wheel at both ends, which by means of a lever in handy reach of the engineer brought these friction wheels in contact with the rear driving wheels, causing the windlass to revolve and to draw a long chain which was wound on the windlass and extended to the brake rigging under the entire train. This invention was pretty general on all roads at this time. Another power brake for the passenger trains at about the same time had for its power a strong coil spring and was used only for emergency purposes and operated about like this. In addition to the hand brake staff another one was placed at the opposite side of the platform and ran down through a good sized drum or case which rested and was fastened to the platform. This contained a powerful cell spring with a pawl and ratchet connection. The springs were wound up at terminals by means of a long lever key, a cord ran through the train and in convenient reach of the engineer, and in pulling this cord it released all of the pawls on the brake staff and the coil spring did the rest, making a very good stop. Then came what was known as the centrifugal brake for freight trains, and it also worked nicely before it was certain that air would be a success. This rigging worked very well if a train was made up entirely with the equipment.

"Then came Mr. Westinghouse with what was then known as the wonderful straight air brake which has gradually developed into the powerful and perfect brake of today. A great many bad accidents occurred in the early days of the straight air brake caused by trains parting just before a station stop, as all the air carried with that type of brake was in a reservoir on the engine. A break in two of the kind mentioned could take place easily without the engineer's knowledge, the check valve in the parted hose would close, the train would make its stop at a station or water tank and the broken off section would run down and collide with the forward section, often causing loss of life. The plain automatic brake was invented and even in its crude form entirely eliminated this kind of accident, as it is well known now that when a train parts, the automatic brake sets and stops both sections simultaneously as each car contains its own braking power. Since they came into use and were perfected the engineer handles his own train and does not depend upon anyone else any more.

"There are many other changes in the make of engines that have displaced the old style wood and coal burners, and to look back we say how wonderful."

THE FIRELESS LOCOMOTIVE.

Mechanical Novelty is Being Tried on Eastern Railroads.

Employes of the Kansas City Southern mechanical department are much interested in the working of a new thing in mechanics, the fireless steam locomotive, which is being tried out by the C. H. & D. railroad in Dayton, O., and in Corning, N. Y., by the Hudson River railroad. According to the description it is a novelty which requires a great deal of explaining. It weighs more than 37 tons, and is used for switching cars about the freight yards. The propelling energy comes from a large tank on wheels, 13 feet long and 6 feet in diameter. This

tank has no tubes such as fill an ordinary locomotive boiler. It is prepared for use by being half filled with water and then connected with a stationary steam boiler under steam at 150 pounds pressure. In from twelve to fifteen minutes the pressure in the tank is raised to 150 pounds and the locomotive then is ready for use.

It has large cylinders, which are supplied with steam from the tank through a reducing valve, which cuts the pressure down to 60 pounds. But the cylinders will operate at as low a pressure as ten pounds. With one charge this novel locomotive will run for from two to three hours, according to the amount of work it has to do. It seems particularly suitable for use in places such as lumber yards, where the fire hazard is serious. It carries no fire of any kind and nothing but exhaust steam passes up the stack.

CAN'T STOP RAIL CREEPING.

Is the Biggest Problem Before the Railroads.

A railroad track appears to be the most immovable, solid thing in the world, yet it is continually creeping in one direction or the other. "The problem of creeping rails is one of the most difficult that is awaiting solution in the science of railroading," a construction man of the Missouri Pacific remarked some days ago. "The best spikes, the best ties, the finest ballast may be used, the rails may be bolted and fish-plated in accordance with the best and most scientific practice and experience, but they will creep. One reason is the continued contraction and expansion due to heat and cold; another is the heavy pounding of the equipment and the 'drag' exerted by trains weighing hundreds of tons going up grade and down. Unless closely watched the dreaded 'kickout' or 'kickup' is sure to follow. The place where trouble may be found is on a down grade followed by a curve and then an upgrade.

"A long and heavy freight train comes along with a total weight, including the big engine, of about 3,000 tons. Just as the engineer approaches the down grade he applies the air brakes sufficiently so that the train will remain with its slack out and will not crowd down upon him while he is on the curve. If the cars were running loose and gathering speed some of them might jump the track. When the brake-shoes grip the wheels the treads begin to pull at the point of contact with the rails. The combined tractive force of this friction pull is very large. The rails are shoved forward an infinitesimal fraction of an inch and the joints at the foot of the grade get the full force of the mighty downward drag. At the lowest point before the upgrade begins the ends of the rails will be found pressed tightly together. When the train starts up hill the wheels naturally give a succession of backward kicks that cause the rails to slip backward as the cars move forward.

'On a single track road, where there are trains both directions, it has been found that the creeping of the rails on the level is less than on a double track, where the trains move all in the same direction. If the rails are not carefully watched and repairs made the rails are liable to 'tie themselves in a knot' at that point where the downward pressure has reached its climax. In order to give the rails a certain amount of 'play' and counteract creeping, slotted holes for the spikes are drilled through the tie plates. To keep the spikes from working loose by the contraction, expansion and forward and backward movement of the rails the bolt holes in the plates joining the rails are also slotted. A sudden hot spell will cause the rails to expand and the pressure reaches the climax in the creeping rails.

"There is no power any more irresistable than the expansion of steel, and when it starts something has to give somewhere, and that somewhere as a rule on a railroad is the 'kickout' or 'kickup.' A number of devices have been patented to remedy the creeping rail trouble, but none of them have any more than alleviated it. The best creeping device I know of is at the Eads bridge in St. Louis, and there thirty feet of rail is cut every month from the east end of the eastbound track, and the same amount from the west end of the westbound track, so you see no device has yet been discovered to stop creeping rails."

ENGINES DEPRECIATE YEARLY.

Life of Locomotives, However, Is Lengthened by Repairs.

With machinery, as with buildings, the first year's working shows little or no reduction in value, and yet it is clear that, however long the working life may be, it really begins to shorten from the first, and the value must be depreciated accordingly. In the case of locomotives, the wear and tear is provided for by the periodical running and general repairs, which are directly charged to operating expenses. The only point, therefore, left to be covered by a depreciation charge is deterioration. This,

however, is affected by frequent and periodical restoration and the rate of depreciation must take this factor into consideration. This is taken into consideration by all railroad mechanical departments when figuring on the life of a locomotive.

The usual plan followed depreciates locomotives, or items of similar class, too rapidly or at too high a rate, as due and proper allowance has not been made for periodical restoration and renewals. The peculiar status of a locomotive is described by a remark made by a foreman in the mechanical department in speaking of the durability of a certain class of engine.

"Those —— hundred class engines are the best the road ever had for durability," he said, "for they have given better service and stood up under it better than any other engines the company ever owned. It's been more than twelve years since they were brought here, but they have done the work with less trouble and as smoothly as a sewing machine. It's true that they have been gone over several times, and some of them have new fireboxes, one or two of them have new boilers, and one has a new whistle. They have been in wrecks and mixups, all of them, yet they are mighty good engines yet.

"However, in the mechanical departments all the repairs and fixing up given a locomotive during its life on the road, is figured as the cost of the engine and along with the depreciation, the same as with a house. The longer it lives the greater the depreciation and expenses that must be paid out to keep it going. The life of a locomotive, well constructed, is considered to be 30 years, all things being equal in the way of wear and tear. From the start there is a continuous depreciation. By the straight line method of computation, mechanical departments figure a depreciation of $100 per year. The table puts the starting figure at $1,000 for example, and at the end of the first year the figures have dropped to $900; the end of the second year $800; at the end of the third year $700; at the end of the fourth year $600, and so on until at the end of ten years the starting figures of $1,000 have been reduced by depreciation to $100. The figures are given only as an example."

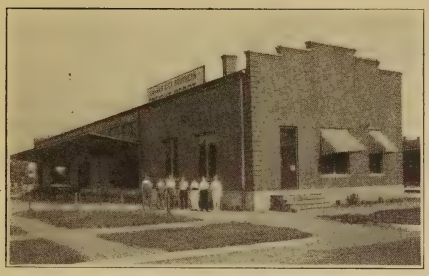
A RECORD OF YE OLDEN DAYS.

Agent F. M. King of the Kansas City Southern Railway at Pittsburg, Kas., while rummaging among old records came upon the time book for trainmen for the year 1894, and after an examination concluded that it was worth keeping as a souvenir.

If the statement should be made now to those not acquainted with the figures that the total pay roll of trainmen on the Kansas City Southern was only $2,000 per month at any time in the year of 1894, it is likely that one who made the statement would be looked upon as a prevaricator. The road was then the Kansas City, Pittsburg & Gulf and did not operate very many trains as compared with the road's business now. The present pay roll for the engine and trainmen is about ten times what it was then.

A glance through its pages brings back recollections of the old days when the Pittsburg & Gulf was considered one of the coming roads of the country, although new. They did not railroad on the "P-G" like they do on the Southern, and the old conductors and brakemen who were on the road then, a few of whom are still here, will tell you that it was the worst conglomerated mass of railroad men and railroad rules ever used in the days of railroading. The rules and demands were of an ancient origin and the men who were employed were principally made up of the fellows who had lost out in the A. R. U. strike and were all good men as a class in their work and knew how to railroad, but with the rules they were obliged to follow it was difficult for them to handle the work.

All trainmen in that day worked and were paid for time based on the calendar month, with no pay for overtime. Passenger conductors received $100 per month if they worked 27 days, less 10 per cent. Passenger brakemen received $50 per month on the same basis less 10 per cent, making their actual wages $45 per month. Freight conductors received $75 per month based on a month of 24 days, less 10 per cent; freight brakemen received $50 per month, less 10 per cent. There is no explanation what the less 10 per cent was for from all pay checks. There were only two passenger conductors working out of Kansas City through Pittsburg in those days, and all railroads tied up in Pittsburg then, and accommodation trains did the work on the second district. The conductors were A. S. Curtin and W. C. Hervey, with Wm. Shea and D. E. Richmond brakemen. The only ones left of these and now in service is Richmond, the rest having gone the way of all railroad men, having changed to other roads or been discharged. The freight conductors were W. H. Irwin, W. B. Bartholomew, H. J. Harrington, A. W. Martin and W. Sullivan. None of these are now in the service of the company.



K. C. S. RY. FREIGHT HOUSE, PITTSBURG, KANSAS.

WHY IS A ROUNDHOUSE?

It's a Great Big Workshop, Not Merely a Storehouse.

The routine duty that is to be performed at a railroad roundhouse of any consequence covers a wide range that would never be dreamed of by those who have never been familiar with the workings. The ordinary citizen, who has heard about roundhouses all of his life has no more conception of what the term means further than it is round and that it is a place for the housing of engines, than if he had never seen one. A roundhouse is where the locomotive is nursed and doctored after it has come in off of its run, preparatory to going out again when called.

There are all sorts of employees to be found in a roundhouse who have their several duties to perform and they are in ignorance of, when they report for work in the morning or in the evening, as the case may be, as to what the ten hours they are on duty may bring forth. They have no means of surmising what is to be done until the incoming engineers have made their reports. A machinist may have a set of leaky flues one day, a cylinder packing the next, a wedge to line up the next, or he may have a combination of these all in one day. The same applies to the other skilled trades, the representatives of which are emergency men pure and simple. A roundhouse carpenter, for instance, may have a run of damaged wooden pilots to repair, and then again he might be occupied with tender frames, end sills, running boards or cab doors. A blacksmith may have a bunch of drawbars to shorten; he may have to change the length of eccentric blades for the valve setter, or dress tools if necessary—or make tools perhaps. The boilermaker will calk leaky flues today, set new ones tomorrow with perhaps a smattering of front end, ash pan or grate work mixed in. All of this makes the work of skilled trades always new and the men do not care about it nor do they worry.

The others about a roundhouse do not toil under such unfortunate conditions. They know exactly what they are going to face the minute they touch the clock or take out their time cards, but they work for about one-half the pay of the skilled trades. Yet they are far from being unimportant in the work of a roundhouse. The "miscellaneous" roundhouse men—engine house men, as they are usually designated—consist of helpers, the various mechanical trades represented, wipers, inspectors, box packers, engine preparers or fire builders, ash pit men or fireknockers, hostlers, turntable men, boiler washers, and last, but not least, the "handy-man." The last named can turn his hand to almost any kind of work pertaining to a locomotive in an emergency. Among the others are the little wipers or engine cleaners. These are important posts to fill, for an engine wiper gets a chance for promotion to fireman, and if he wants the place he makes his work important; the fireknocker is in the same boat with the wiper, if he is a bright, intelligent young man. Both of these positions are usually filled by young men who have an ambition to be something else than a wiper or fireknocker all of their lives. The box-packer holds an important place in the roundhouse; upon him depends whether or not the engine trucks and drivers run coolly while out on a trip. All of the others are important in a roundhouse, although some are more so than others. At least the mention of all of these different duties to fill about a roundhouse gives the outsider something of an idea of what is to be done in the running of a roundhouse day in and day out and night after night.

K. C. S. RY. STATION, PITTSBURG, KAN.

Loss and Damage Freight

D. B. Daley, Freight Claim Agent

The following figures show the increase from year to year in the amount paid by the Kansas City Southern Railway Company in the settlement of claims for loss and damage to freight:

Fiscal year ended.	Loss and Damage Freight.
June 30, 1910	$ 76,445.21
June 30, 1911	94,026.52
June 30, 1912	112,159.46
June 30, 1913	135,800.82
June 30, 1914	143,782.95

It will be observed from these figures that from an amount of $76,445.21, paid out during the year ended June 30, 1910, this account increased to $143,782.95, during the year ended June 30, 1914, an increase of $67,337.74.

While the revenue from traffic has increased during this period, the increase in this respect has not been proportionate with the increase in loss and damage freight.

It seems to be the tendency today to prevent carriers from increasing freight rates, notwithstanding that the cost of operation is steadily increasing. Many of the items charged to conducting transportation are not of a character that will readily yield to economy, but certainly this item of loss and damage freight, which has nearly doubled in the last four years, is one item representing nothing more or less than pure waste, which ought to readily yield to a very material reduction. Under the conditions which confront the carriers today it is very important that their revenues shall be conserved, and this annual item of loss and damage freight is one of the most wasteful drains on these revenues. Each employee, therefore, should at all times have the best interests of his company at heart and aid, so far as possible, in preventing loss or waste of any kind.

The loss and damage freight account furnishes a fertile field in which nearly every employee, regardless of his position, can aid, and each, by more carefully doing that which he is employed to do, and looking after the interests of the company as his own, can aid in reducing this tremendous loss which has been such a severe drain on the earnings of the company.

And how can you individually help? In the following outline of causes, which are some of the principal causes of loss and damage freight, you will perhaps find some suggestions that will be helpful to you in arriving at a conclusion as to how you shall assist.

Loss and damage freight arises largely from the following avoidable causes:

Improper packing or marking.

Improper loading or stowing.

Leaky or dirty cars.

Careless checking at shipping point, enroute, or at destination.

Errors in billing.

Heavy switching or rough handling in train.

Careless handling in loading or unloading.

Packing and Marking.

It is the shipper's duty to pack his freight in a safe and secure manner so that it will withstand the handling which it may reasonably be expected to be subjected to in modern transportation, and to properly mark same in accordance with the requirements of the classification. It is, of course, very difficult to lay down a hard and fast rule as to what shall constitute safe packing, and this is something which is left largely to the discretion of the receiving agent or check clerk, subject, of course, to classification rules. The agents at receiving stations, however, can generally overcome the danger of loss or damage on account of insecure or improper packing or marking, by handling the shipper in a diplomatic manner and politely explaining to him just what will be necessary in the way of additional packing or marking in order to place his property in proper condition for forwarding. The shippers are very often glad to have these matters brought to their attention, and in most of the instances the agents will find that the shippers are glad to co-operate with them. A great deal of careless packing and marking is due to ignorance of shippers, particularly the casual shipper, of the classification requirements, and ordinarily they are willing to comply with these requirements when the same are properly explained to them.

Frequently a shipper before tendering shipment to railway company will make inquiry of the agent with regard to rates applicable, etc., and the agent by giving proper information with regard to the requirements at that time can frequently be not only of assistance to the shipper, but of infinitely more assistance to the com-

pany that will be expected to transport the freight.

Improper marking is a fruitful cause of loss, for the reason that when freight which is improperly marked, or not marked, becomes separated from way-bill, the same is almost lost beyond recovery, whereas packages properly and fully marked will be forwarded astray to the proper destination. In marking freight, the surface of which will take a mark, the use of a marking brush is desirable, as by this means a mark is secured which cannot be torn off. In the event, however, that tags are used, these tags should be of proper material to fall under the classification requirements and should be properly attached to the packages. Quite frequently shippers, particularly shippers of household goods, endeavor to mark or tag their shipments with nondescript pieces of cardboard attached with ordinary twine inserted through holes punched in the cardboard. When a shipper tenders a shipment marked in this or any other unsuitable or unsafe manner, he should be required to properly re-tag his freight before the same is accepted.

Proper care should be taken to see that old marks are obliterated, and that the marks left on packages are those showing the name of consignee and destination of the freight. In the case of shipments consigned to the order of shippers, this information should also be shown in connection with the marks on packages. There are no objections to the name and address of shipper appearing on a package, but the word "from" should always be inserted before such name and address, in order that the same might not be confused with the name and address of the consignee. The failure to eliminate old marks is in a great many instances responsible for lost or delayed freight, for the reason that when an article checks over without marks, or the names of two or more separate concerns at different points appear, the agent with whom the freight is over is necessarily at a disadvantage as to what he shall do with the same. There then ensues a lengthy correspondence with the idea of ascertaining the correct destination of the property. In the meantime the consignee is waiting for his goods; he is perhaps greatly exercised because he does not receive them, and delays that ensue in cases of this kind are rather exasperating to say the least. A good motto in connection with the receiving and forwarding of freight would be "START IT RIGHT."

Loading and Stowing.

Great care should be taken to see that freight is properly stowed so that same will not be damaged by shifting en route; by contact with protruding nails or bolts in sides or floor of car, or by contact with other freight which is likely to damage same.

Leaky or Dirty Cars.

Care should be taken that equipment furnished for any purpose is suitable in all respects for the reception of the commodity to be loaded, cars being cleaned in the proper manner, and otherwise fit for safe transportation of the goods. There is probably not any one other cause of loss and damage so fruitful as the furnishing of unfit equipment, and there is probably no other one cause wherein employees in various capacities can use a nicer degree of judgment in protecting the company against loss and damage freight than in the selection of suitable equipment.

Checking.

The company frequently suffers loss as a result of improper checking at shipping point, en route, or at destination. Freight when received from shipper should be checked carefully against the dray ticket or bill of lading, for the purpose of determining that the full quantity of goods covered by shipping instrument are there, in good condition, and that the marks on packages correspond with the shipping instructions on dray tickets or bills of lading. Do not receipt for something you do not get, and in the event of a crushed or broken package, or a package with contents rattling, give a receipt that will correspond with the condition of the property when tendered to you. If necessary, examine the contents in order to determine the exact damage, as an indefinite notation on a shipping receipt is just about as good as no notation at all.

Equal care should be taken in checking freight at transfer points and particularly at junctions where property is received from connecting lines. In the instance of goods received from a connecting line, shipments being part short or visibly damaged, but same not detected and freight passed as without exceptions, it then falls upon the line receiving the shipment to pay the full amount of claim. It is, therefore, of extreme importance that agent or check clerk at points where freight is interchanged with connecting lines be careful in the examination and checking of freight received from connections so to make record of each and every exception.

Under the rules governing interline settlement of freight claims, the line receiving such property in a short or damaged condition, but failing to make record of the exception at time of receipt from connecting line is forced to pay the full amount of claim for loss or damage, and this company has enough to do to pay for claims arising through faults of its own without assuming those arising from the negligence of other lines.

Improper checking at destination is the cause of no small part of the trouble experienced with overs and shorts. Some agents at way stations endeavor to check freight standing in their ware-rooms, thirty or forty feet from where the freight is being unloaded and called by train crew, and this, together with other inaccurate methods of checking, causes a great deal of property to be carried by the proper destination. Some of this strays back, and some of it is never heard from again, as when freight once gets away from the way-bill, the opportunity for loss or damage is immeasurably increased.

When freight is unloaded at way station, the agent or his representative should at all times be present and check the freight on unloading from car, so that if there are any exceptions the proper record can be made at the time. The feature of checking should not be left for the train crew to look after entirely. When there are four or five or more pieces of freight to be unloaded from one car at a local point, the best results in checking can be secured by the station employee getting up into the car with train crew and checking the freight as it is called. The station forces should not permit freight to be called or unloaded any faster than it can be accurately checked. Agents should exercise proper authority in this respect, as it is too frequently the case that exceptions develop through too hurried unloading of packages from the car. Agents will find their work of checking freight greatly facilitated by use of a clip-board on which to place the way-bills and seal book. The use of such a board will eliminate the necessity of holding way-bills up against side of car, laying same down on a box in the car, or using some other awkward means which will tend to distract the attention of the checker from the work in hand. Anybody who is forced to devote too much of his attention to keeping his way-bills straight, so as to check against them, cannot give the best attention to the actual checking of the freight.

A careful check should be made of less than carload freight at time of delivery to consignee. Articles should be checked off one by one as removed by consignee, and the marks on each package examined.

From time to time claims arise from mis-deliveries of freight, particularly household goods, where goods intended for one consignee are delivered to another. This class of claims can be wholly done away with by the careful checking of freight at time of delivery.

Way-Billing.

Bill clerks, by carefully making way-bills, which are legible in all particulars, and which conform exactly with the bills of lading or shipping tickets will assist immeasureably in cutting down the loss and damage freight expense. In making a way-bill it should be remembered that same must be read again by someone other than the writer, and under unfavorable conditions, not infrequently at night by dim lantern light. By bearing this in mind, and preparing the way-bills in such a way as to render same readily decipherable to employees at junction points and at destination, much difficulty can be overcome and many instances of overs and shorts eliminated.

O. S. and D. Reports.

The rules under which claims are settled between the various carriers require that concealed losses or damages prorate from shipping point to destination, whereas visible losses or damages are assumed by carriers beyond the point where freight was last checked in good order. The reports of destination agents covering overs, shorts, or damages, quite frequently indicate, or lead to the conclusion, that the exceptions were of a visible nature, whereas the same might have been actually concealed. This results in the company having to assume entire losses or damages, which, if properly reported, would prorate from shipping point to destination, in which event the greater proportion of the loss would be assumed by the other lines. For illustration: Agents will sometimes indicate on their O. S. and D. reports that a re-coopered box checks bad order account having been pilfered, which implies that the box reached destination in visibly bad order condition and had been pilfered since it was last checked. In such a case the O. S. and D. report should merely show that the box checked re-coopered, and that upon being opened it was found that certain of the contents (describing the same) were missing.

As a general rule in distinguishing visible from concealed losses or damages,

agents should report as visible those exceptions which would be readily observed in the ordinary check of freight made at junction or transfer points, and report as concealed those exceptions which would not be observed in such a check.

Heavy Switching or Handling in Train.

Switch crews can greatly assist in cutting down loss and damage freight by giving careful handling to cars of merchandise, and of other commodities which can be readily damaged in heavy handling. There are not infrequently cases where the contents of cars appear to have suffered as from a gunboat bombardment, due to extreme heavy switching which has been suffered in yards, and switchmen, by giving careful handling to the class of property which requires careful handling could greatly reduce these losses and damages. The same thing occurs, although to a somewhat lesser extent, along the line, and train crews by working carefully in switching, preventing the striking of cars too heavily in coupling, can avoid a great deal of loss and damage to contents of cars.

Careless Handling.

Trainmen in unloading freight should be careful in the handling thereof to prevent the dropping or heavy handling of articles which are liable to damage in such treatment. Not infrequently breakable shipments are damaged account brakemen over-estimating their ability to handle heavy articles, and in such cases it would be better, and far more economical, to get enough help around a heavy article, rather than drop the same to the ground or platform, causing breakage thereto.

Trainmen can also eliminate a great deal of breakage and loss by carefully breaking down the loads in cars from which merchandise has been discharged, so that the freight remaining in cars will not roll, fall or shift when cars are coupled up or train in motion.

Employees dealing with the public can be of very material assistance in the settlement of such claims as do arise by courteous treatment of the consignee or patron of the road whose freight is short, or has arrived in a damaged condition. These parties no doubt frequently feel much aggrieved, and this is a state of mind that ought to be reckoned with in your dealings with them. It also happens once in a while that the aggrieved person is perhaps somebody who has never before found it necessary to file a claim, and consequently does not know how to go about it. By giving these people a patient and courteous hearing, and furnishing such information or assistance as the circumstances may hequire, the good will of the claimant will be retained, which is no small factor in the settlement of a claim. It is far easier and more satisfactory to deal with a claimant who feels kindly toward the company than with one whose belligerency has been aroused by discourteous treatment at the hands of employees.

The hearty co-operation of each and every employee, toward the end of doing in the best and most efficient way that which is to be done, protecting the interests of the company much as you would your own interests, is the desirable condition and the end that is sought, and surely with this co-operation among the employees there ought to be a very material reduction in the loss and damage freight.

THE SUPERINTENDENT'S PRIVATE CAR.

People who don't ride on a railway official's car frequently entertain some curious ideas concerning the car when they see it rolling into the station. The surmise of the outsiders is that the gentlemen inside are enjoying about all there is good in life. Most of them have another guess coming to them. The pleasures of travel cut no figure in a superintendent's car, for the journey presents no novelties in scenery or otherwise and just means plain work and plenty of it, subject to many interruptions. These cars are nothing but traveling offices, lacking many of the comforts and conveniences belonging to a well-equipped office at headquarters. Stacks of official correspondence, files and memoranda of things to be looked after and attended to are much in evidence and the stenographers and others aboard know quite well that they are not on a pleasure trip. As a matter of fact the only enjoyable thing about an official's private car is that it must go home sometime and may stay there a week or two before it starts out again.

A LITTLE NONSENSE.

"I put an ad. in the paper for a husband, last week."

"Any answers?"

"Answers! I got letters from a hundred women, wanting me to take theirs."

PERSONAL

DeQueen, Ark.

Mr. J. P. Roberts, of DeQueen, conductor of local freight No. 31, southbound, was injured December 7th at Rich Mountain, Ark. It seems that the switch at Rich Mountain had been left open, and when the engineer discovered it, he threw on the emergency brakes. Conductor Roberts, standing on the caboose platform, was thrown over the railing against the car ahead, sustaining an injury on his forehead and cutting a gash the full length of his nose. He came to Mena with his train, where Dr. C. Cochran dressed his wounds.

De Ridder, La.

Mr. C. E. Sager has gone to DeQuincy to accept a position as telegraph operator for the K. C. S. Ry. at that point.

Heavener, Okla.

Mr. E. B. Ramey, conductor, who has been out of the service for about five months on account of an injury, has reported for work.

Mr. J. A. Metzger and **Mr. J. H. Worrell,** engineers, and Firemen Sam Ives and Chas. Hattabaugh have been assigned to two new engine crews placed in service recently on account of an increase in business.

Mr. C. H. Goodwin, who has been express messenger on the Arkansas Western Railway for the past year or two, has been transferred to the K. C. S., to run between Siloam Springs and Kansas City, Mo. Mr. A. C. Trout has been assigned to the Arkansas Western run.

Mr. Howard Bishop, chief clerk to the master mechanic, and his wife spent Thanksgiving day with his parents in Pittsburg, Kans.

Mrs. E. B. Popps, wife of Brakeman E. B. Popps, died of pneumonia at her home December 3, 1914.

Mr. A. L. Osborne, boilermaker helper, lost his son, who died at the home of his parents.

Mr. O. H. Bruhn, machinist, is at Port Arthur, Tex., attending the machinists' convention being held at that point.

Mr. C. J. Burkholder, road foreman of engines, and **Mr. Oaks,** mechanical engineer, are in Heavener making fuel tests with engine No. 477.

Mr. J. F. Hoech, clerk to the trainmaster, and **Fireman T. Yeakey** went on a squirrel hunt near Thomasville and borrowed two fine hounds from a farmer. On the way home one of the hounds was either lost, strayed or stolen. Messrs. Hoech and Yeakey made an amicable settlement with the owner for $35. After the money was paid, the dog put in his appearance at the Heavener depot. The gentlemen now have a dog to rent to squirrel hunters.

Mr. D. L. Cameron, engineer, has been sent to the Kansas City Hospital for treatment.

At the present time, December 4th, business is active on the third division. Most of the business is wheat moving south.

About 75 per cent of the employes of the K. C. S. Ry. at Heavener live in their own homes. The average value of such a dwelling is $1,500. About twenty train crews make their homes here.

Conductors Will Mason and C. G. Gibson have been assigned to the two passenger runs on the main line between Shreveport and Heavener. Conductor C. P. Hanrahan has gone to Kansas City to relieve Conductor C. G. Gibson.

Mr. H. L. Hobson, foreman of the electrical department, has been instructing a class of about twenty students at the Normal school in practical applied electricity and will probably continue during the season.

Mr. C. J. Burkholder, road foreman of engines, is at Heavener, Okla., looking after engine tests going on between Heavener and Watts with engine No. 477. He is accompanied, in this test work, by Mr. C. E. Oaks, mechanical engineer; Mr. Merl Rogers, chief draughtsman, and Mr. E. M. Gates, draughtsman in the mechanical engineer's office.

Joplin, Mo.

Mr. Charles S. Hall, who has been with the K. C. S. Railway as city ticket and passenger agent for the past seven years, has resigned and gone to Tulsa, Okla., to take the position of assistant manager of the agency of the Riverside Oil Corporation of Pittsburgh, Pa. Mr. H. H. Whelan succeeds Mr. Hall in the Joplin ticket office.

Pittsburg, Kans.

Mr. Henry Miller, of the boiler shop, who has been off duty for several weeks on account of injuries received, has recovered and is at work again.

Mr. Frank Smith has resigned his place in the boiler shop and has gone to Sherman, Texas, to work with the Frisco Railway.

Mr. Dave Mallory, of the electrical department, recently underwent a surgical operation for the removal of a growth in the nose.

Mr. Fred Smittem, of the machine shop, has been spending several days in hauling to his farm east of the city.

Mr. J. J. Boydston, of the boiler shop, was compelled to take a layoff because of a mashed finger. He was holding a chisel while his "buddy" was hitting it with a hammer, which slipped and caught his finger.

Mr. Herman Malcome, formerly of the shop, but now a practicing attorney in Kansas City, Kans., is reported to have been married in Kansas City on Thanksgiving Day.

Mr. Bert Porter, of the mechanical engineer's office, is at present a sufferer from appendicitis. He expects to go to the hospital, where he will undergo an operation.

Mr. Lane Hall, machinist apprentice, has finished his course, and, after a few days' rest, will return to the shops as a journeyman machinist.

Mr. Joe Morgan, who learned his trade as machinist in the shops here, has received employment as machinist.

Mr. Carl Ralston of Pittsburg is the newest apprentice to be enrolled in the shops, and has gone to work.

Mr. Henry Miller, of the boiler shop, who was injured some time ago and had to lay off in consequence, has returned to his work in the shops.

Mr. Peter McLaughlin, who for a number of years has been in the employ of the car department, has left the service of the road to accept a place as night watchman at the Pittsburg Brick Company's yards. He is

one of the few veterans left at the shops, and his former fellow employes predict that he will be back soon. They do not expect him to get used to the quiet life in a brick yard, where he cannot hear the whir of moving machinery.

Mr. Tom Long, who for years was a foreman in the Kansas City Southern shops, has visited Pittsburg again. Mr. Long is now division foreman for the St. L. & S. F. Ry. at Memphis, Tenn., where he has been for several years.

Mr. L. C. Stafford, formerly general foreman for the K. C. S. Ry. at the shops, is now traveling representative for a railway supply house.

Mr. F. T. Nightingale, car carpenter, had the misfortune to hit one of his thumbs with a hammer, mashing the nail and mutilating the thumb badly.

Mr. C. F. Bothtell, drill pressman in the car shop, who was injured some time ago, has returned to his work.

Mr. Devina Rogers, of the car department, who badly mashed his foot while dismantling a car in the yards, is at home undergoing treatment.

Mr. John Modlin, formerly of the roundhouse, has been promoted to the place of engineer.

Mr. J. H. Sharp and family have gone to Lockesburg, Ark., where they will make their home on a farm recently purchased. Mr. Sharp was formerly a trainman, but was injured in an accident about three years ago.

Fred Theis, of Frontenac, has started on an apprenticeship of three years in the machine shop.

Mr. C. J. Drury, master mechanic of the Santa Fe Railway at Topeka, died there October 16, 1914. Mr. Drury was 36 years old and born at Chicago Junction, Ohio, and began work on the Santa Fe Ry. in 1895. In 1899 he was a machinist on the K. C. S. Railway at Pittsburg, Kan. After that he worked on the Rock Island, St. Louis & San Francisco Railways, returning later to the Santa Fe shops as division master mechanic.

Mr. James Herrington, of the K. C. S. offices on Seventh Street, is immensely pleased at the arrival of a little daughter.

Mr. Joseph Parks, locomotive engineer, and Miss Margaret McWilliams of Frontenac, Kas., were married November 26, 1914, at the Catholic church in Frontenac, in the presence of many friends who came to witness the ceremony.

Conductors **Potter** and **Coppick,** and brakemen **Ball** and **Crumpler** have been assigned to the new passenger trains, Nos. 5 and 6, running between Kansas City and Watts, Okla.

Mr. Monroe Higgins, recently of the Frisco shops at Springfield, Mo., has taken a position in the K. C. S. shops as sheet metal worker and coppersmith. His family is expected to arrive in a short time.

Mr. Floyd Drury has been making frequent trips to Mulberry, and the boys are wondering why he goes so far away to spend an evening.

Mr. Jess Resor, who left the boiler shops last spring for the western part of Kansas, has returned to his old job. He has brought with him Mrs. Resor, who was Miss Lena Schoonover, of Cullison, Kan.

Mr. H. L. Hodson, foreman of the electrical department, has had the misfortune to fall and break one of the bones in the left foot. He had started to go down stairs when his ankle turned, causing him to fall on the steps with the foot under him.

Conductor **C. F. McAnnis** has resigned from the service of the K. C. S. Railway and will engage in other lines of business.

Mr. George Korb, of the boiler shop, who has been off duty for the past three months on account of sickness, has returned to work.

Mr. Frank Maurer, of the pattern shop, has returned from Girard, where he was under medical treatment, and resumed his place in the shop.

Mr. Joe Morgan, machinist apprentice, has finished his course in the shops and is now a full-fledged machinist.

Engineers **Foster** and **John Rider** have been assigned to the new trains, Nos. 5 and 6, running between Kansas City and Watts, Okla.

Mr. J. W. Christy, formerly foreman of the pipe shop here, is now in the Santa Fe shops in Gallup, N. Mex.

Port Arthur, Texas.

Mr. D. C. Hanna has been appointed district foreman in place of Mr. W. D. Bennett, who resigned to accept a position with another company.

Mr. E. G. Smith has been appointed acting harbormaster in place of Mr. M. J. Hynes, resigned.

Mr. E. J. Sullivan has been appointed stenographer in the superintendent's office, in place of Mr. E. J. Wennerbaum, resigned.

Mr. A. R. Banks, cashier local freight office, was married December 7th to Miss Bernice Kuhn. Mr. Banks and wife left for a trip to Vivian, Shreveport and New Orleans, to return to Port Arthur about January 1st.

Shreveport, La.

Mr. J. C. Lawrence, switchman in the K. C. S. yards, who was recently thrown from a buggy and painfully injured, is on the way to recovery and will be out again soon.

Mr. J. M. Powell, night foreman at the K. C. S. round house, who recently had an attack of heart trouble and was sent to the North Louisiana sanitarium for treatment, has recovered and is on the street again.

Mr. J. E. Taylor, master car builder at the K. C. S. shop, has been transferred to a similar position with the K. C. S. Railway at Kansas City, Mo., and has gone there to report for duty.

Mr. T. H. Hall, formerly general yardmaster at Shreveport, La., and who for the past several years has had charge of the transfer work at this point, lately returned from Mayo Bros.' Sanitarium, Rochester, Minn., where he underwent a very serious operation. Mr. Hall is much improved in health, and the employes are glad to see him again at work.

Mr. Willis Woolery, switchman of the Shreveport yard, met with death at 3:05 a. m. December 12th, by falling from the footboard on tank of engine No. 494, while attempting to go around the coupler to the opposite side of the engine. Mr. Woolery, before entering the transportation department service, had been employed as policeman in this city and was well known to the majority of the citizens, who regret his un-

timely end. His wife and little daughter have the sympathy of all the employes of the K. C. S. Ry.

Mr. Carl Lunsford has resigned his position as weighmaster and has accepted a similar position with the V. S. & P. Ry. His position has been filled by Mr. Geo. Roberts, formerly clerk at the freight house. Mr. Lunsford while here was the star pitcher of the shop team.

Mr. J. E. Payton has been transferred from the position of car foreman on the Southern Division to a similar position at East Kansas City. Mr. Payton has been at this station for the past four years, during which time he has made many friends, who regretted his departure. Mr. Jno. M. Elmore, formerly rip track foreman, has been promoted to the position as car foreman.

Mr. M. P. King has resigned his position as wreckmaster and the place has been filled by Mr. Jos. Bishop. Mr. Bishop has been a member of the wrecking crew for the past several years and is thoroughly familiar with his new duties.

Mr. C. Murphy, district foreman at Leesville, has resigned his position, effective December 15th, and the place has been filled by the transfer of Mr. O. H. Bruhm, formerly district foreman at Heavener, Okla.

Mr. W. D. Bennett has resigned his position as foreman at Port Arthur to accept a position as superintendent of motive power on the K. C. M. & O. lines in Texas. Mr. Bennett has rendered service at various points on the line during the past year. His friends congratulate him on his promotion, but regret his leaving them. Mr. D. C. Hanna, machinist at Port Arthur, has been promoted by Master Mechanic McLean of the T. & S. F. lines, to the position held by Mr. Bennett.

Mr. R. L. Burch, traveling car inspector, has lately returned from an extended visit with his relatives in Newark, Ohio. While in the East Mr. Burch investigated thoroughly the use of natural gas in passenger coaches in place of the manufactured gas and is now busy at making various tests to determine whether or not it can be applied here.

Mr. T. J. Creegan, who has for several years been employed in the master mechanic's office, has resigned, effective December 1st, to take a position in the parish clerk's office. Mr. T. H. Stinson was promoted to the position formerly held by Mr. Creegan, and the other employes in the master mechanic's office were moved up a peg to fill the vacancies.

Master Mechanic Sagstetter attended a "safety first" meeting, the first of its kind at Lufkin, Texas, on December 12th. As usual Mr. Sagstetter was called upon to expound some of the principles of safety first and acquitted himself successfully, as usual.

Mr. Edward von Bryson, time clerk at the Shreveport shops, and Miss Emma Bryant, a nurse in the North Louisiana Sanitarium, were married in St. Mark's Episcopal Church by the Rev. Arthur L. Kenyon on September 24, 1914.

Mr. James Jones, employed as air brakeman at the car shops, and Miss Ella Bundwick, also a nurse in the North Louisiana Sanitarium, were married October 1, 1914.

The employes of the shops and numerous friends of both couples wish them a successful and happy voyage through life.

Mr. D. G. Davidson, one of the oldest engineers in the fourth district, was called to St. Louis on December 12th to attend the funeral of his brother Charles, who was accidentally killed. No particulars of the manner of his death have been so far received.

Texarkana, Texas.

Mr. Mack Salters of the Texarkana & Fort Smith Ry. auditor's office, was called to San Antonio on account of the death of his brother-in-law, Mr. D. J. Strong, and will be off duty for several days.

Mr. J. B. Anderson, scale inspector, left for St. Louis December 1st to attend the annual meeting of the American scale men. Mr. Anderson is making this trip in the interest of the company, but the diversion will serve as a vacation also.

Mr. M. L. Duckworth, foreman of the B. & B. department, Southern Division, is very busy in hurrying the completion of the new depot at Oil City, to replace the one destroyed by fire some months ago. He expects to complete it before Christmas.

Mr. C. J. Williams, foreman of the B. & B. Department, Northern Division, is now starting the erection of a handsome little pagoda at Saginaw, Mo., to accommodate that growing section of country.

Mr. E. N. Malone, regular agent at Fisher, La., after four months of illness and treatment at Hot Springs, Ark., has reported for duty.

Mr. W. T. Merchant, manager of "U. D." office and extra dispatcher, is remodeling his residence on State street. When completed, he will have a modern and up-to-date cottage.

Mr. B. J. O'Toole, trainmaster's clerk, returned to work November 24th from a visit with relatives near Pittsburg, Kas., and reports a pleasant trip.

Mr. F. W. Dalley, formerly traveling accountant, and who recently returned from Honduras, where he was connected with the auditing department of the United Fruit Company, has been renewing acquaintances in Texarkana, where he has been acting as relief timekeeper in the superintendent's office.

Sports and Amusements

PITTSBURG.

The shop quartette has "crowded houses" every day at noon while practicing. The practice time is the noon hour, and the audiences are from all departments of the shops. The singers practice without accompaniment of any kind and are well worth hearing. Their songs are all new and up-to-date, sprinkled with plantation melodies and songs of the South.

The annual ball given by the Federated Trades of the Kansas City Southern railroad company in Security Hall here was a grand success. The federation includes the entire list of crafts employed in the shops, and practically everyone was in attendance.

There is plenty to do at the shops and the boys need the money with Christmas in sight. Lay offs are not so numerous as they have been, but there are always a few who cannot resist the temptation to get out into the snow to chase the little cotton tail through the underbrush, or the frisky squirrel in the trees. It may be fun for the hound pups that accompany the hunters, but it's something of a question whether one or two cotton tails and one squirrel is good compensation for a twenty-mile tramp through the woods.

The blacksmith shop armory ball team is yet in the pennant list and is at the head of the same. Thursday the smithies defeated the team from the machine shop with a score of 3 to 0; Wednesday they defeated the same team with a score of 3 to 2. J. A. Dickinson, blacksmith foreman, is the league umpire, and it is said that "Brick" Owens has nothing on him in the way of decisions.

Shop Notes

PITTSBURG SHOPS.

During November and December, 1914, engines Nos. 703, 489, 477, 558, 804, 511, 708, 710, 368, 378, 807, 563, 96 and 94 have been in the shops for repairs and have been put on duty again. Coaches Nos. 223, 179, 157, chair cars 215 and 217, baggage cars 15 and 16, oil tank cars Nos. 35011 and 5563 have also been overhauled and put in good running order.

Foreman O'Connell of the yard section gang has been doing some good improvement work in the north yards during the first week in December.

Mont Higgins, who recently went to work in the tin shop, is more than pleased by the arrival of his family who have come from Springfield, Mo., to make their home here.

Texarkana, Tex.—Work is progressing rapidly on the reinforcement of the Arkansas River bridge, to accommodate the heavy traffic now being put over it. Twenty-six tons of steel go to make this improvement.

The cub reporter on a Southern daily says his father has a paper shell pecan orchard and has to cultivate the ground under the trees to a very fine mulch, so that when the nuts fall the shells will not crack.

SAFETY FIRST

WHAT HAS BEEN DONE IN SAFETY FIRST ON THE CHICAGO & NORTH-WESTERN LINE.

By Ralph C. Richards.

Chairman Central Safety Committee.

In the three years that the Safety First movement has been in operation on the Chicago & Northwestern railway, we have by the appointment of safety committees, 95 per cent of the members being the men who do the work, the men who are getting killed and injured (not the bosses), tried hard to make the men understand that the success of the movement depended on them and that they and their families were the greatest beneficiaries; that every time one of them was killed or injured it not only caused pain, suffering, sorrow and sometimes destitution, but by taking an experienced man out of the service and putting a "green" man in his place, it increased the risk to all the rest of the men; that accidents were not inevitable, as we had all commenced to think, but that most of them could be avoided by the exercise of care; that it was better to cause a delay than to cause an accident; that it was the little accidents that made the big total, not the collisions and derailments—during the last two years ten out of every eleven employees killed and thirty-seven out of every thirty-eight employees injured were killed and injured in little accidents—so what we wanted to do was to stop the little accidents and the big ones would take care of themselves; that every committeeman, indeed, every employee, was solicited to report defective conditions and methods and make suggestions that would bring about greater safety and regularity, and that any suggestion would be considered and, if proper and practicable, adopted—last year out of 4,545 recommendations made by committeemen and employees, 4,382 were adopted and 163 rejected, which demonstrated not only that the suggestions were reasonable, but also the good faith of the company. The result in three years ending June 30, 1913, as compared with three years on the basis of 1910:

93 fewer employees killed.
6,433 fewer employees injured.
659 fewer passengers injured.
133 fewer outsiders killed.
157 fewer outsiders injured.

Shows what can be done when we all

work together for the conservation of human life.

CONTRIBUTORY NEGLIGENCE AND SAFETY FIRST.

Contributory negligence should not be accepted as an excuse for destroying property or taking chances. The fact that the other fellow is careless does not excuse carelessness on part of the man on the train. The fact that cattle do occasionally find their way through the fence and dispute the right of way with an engineer does not relieve him of the obligation to keep a sharp lookout and avoid running them down, and neither is the liability of a railroad company absolved when vehicles or automobiles are run down in consequence of their own disregard for crossing signs, warning whistles or signals.

The latter is a growing evil and one which seems a difficult one to correct, and trainmen should do their utmost to avoid collisions, because it is almost impossible to foresee what a careless person in charge of an automobile may do. Co-operation on part of the state authorities would save many human lives and much bereavement. An automobile should by state law be required to come to a full stop before crossing the tracks of a common carrier. Street cars are required to do so, and it is certainly no more desirable to be exterminated in an automobile than in a street car. The claim records of the various railroads show that automobilists are not from a point of alertness anywhere near the equal of a motorman on a street car.

The loss of a few moments of time for making such a stop would appear of small moment as compared with destruction of machines and life. The automobile using public is careless, of that there can be no question. The railways, with all the care they can take, cannot avoid accidents, if the automobilist persists in crossing the track at the moment a train is due.

The burden of alertness should not be placed entirely on the railways, there ought to be some way to protect the automobile using public against its own carelessness.

WATCH THE OTHER FELLOW.

A Veteran Suggests Some Other Precautions to Follow.

There have been many suggestions for the best way to practice "Safety First," but "watch the other man" is one of the suggestions offered by one of the veteran conductors on the Southern.

"The most important thing to guard against in railroading, in my opinion, is to always keep in mind what the other man is going to do. If one will have this uppermost in his mind it will, in a great many instances, keep him from getting into trouble, as well as guard the safety of others. One always knows what he himself is going to do, but it is difficult sometimes to tell just exactly how the other man will act.

"An incident occurred not long ago at a small station north of here which I will never forget. No. 2 was late that day and the train was in charge of one of the best passenger conductors on the road. He got orders to meet an extra passenger train at this station. He also had some other orders. The dispatcher intended to make one of the other orders void and the operator, by mistake, made the meeting order void. I was deadheading with the regular passenger train and when the conductor came out of the station and called "all aboard," I told him that I believed that the operator had made a mistake, for I had been in the depot at the time he delivered them to the conductor. We stopped to discuss the orders and before we got them straightened out and before we pulled out the other train came poking its nose around the curve a short distance from the depot. If we had started out on the orders we would have met them on a curve about a mile out of town.

"I think when a conductor has anything to do at a station in the way of work, it is always better to call his crew together and have an understanding. When it is practical to do so he had better consult the engineer, too. It will reduce the chances of accident. It is always a good idea, when one is waiting to meet a train and holding the main line, to open the switch, as something might happen whereby the train might not stop that is meeting you. If the switch would be open it would not run into you, at least. A conductor in charge of a train should watch his brakemen and see that they do not take undue chances in switching or doing other work assigned to him. When he sees his brakemen are careless tell them of it and advise them to be less careless. Another thing that would be a good practice, and which is very essential is for brakemen to look over the train every time it stops long enough. Oftentimes this will avoid accidents from hanging brake beams. A dragging brake beam has been known many times to wreck a whole train."

"TAKE A SAFE COURSE ALWAYS."

By W. G. Lee.

Today the railroad companies are with the railway employes in what I believe to be an honest endeavor to save the lives and limbs of their employes. It is not going to eliminate the death and disability roll altogether, because as long as railways are operated, just that long we will have employes who will take chances and who will be killed or hurt through unavoidable accident. There are employes to whom it always will be useless to appeal to observe safety rules. They will take the shortest way to do what they are going to do regardless of what it means to them. Our men do many things that are absolutely unnecessary, the most of which are due to force of habit, just as the pedestrian in crossing the street is likely to be knocked down by a horse, motor car or street car because he sees so many of them that he becomes indifferent to danger. It is the same way in railway service. A man will step off a caboose in front of an approaching train on the adjoining track; another will kick a coupler open with his foot; another will try to operate a lever from the opposite side of a car; another will pass between cars and be caught when they are unexpectedly moved; another will swing off a car and land on a drawhead or something of the kind left too close to the track; another will hang on the side of a car and be struck by some obstruction. None of these practices is necessary, but are habits that grow out of the service.

The purpose of the safety movement is to have men not continue in these dangerous practices, but to take a safe course always in doing their work. A great number of our railway accidents, in spite of what has been said to the contrary, are not to be attributed to the fault of the employer or the fault of a fellow-employe. Very many of them are accidents that cannot be avoided; but the great majority of them come from the useless and purposeless taking of chances such as I have just enumerated.

I suggest to railway companies, honestly endeavoring to protect the lives of their employes, that they make their rules plain enough so that the men can understand them and will know that in protecting themselves they are not taking a chance of losing their jobs. That was the underlying fear that prompted men to take chances in the beginning. It is one of those things that it is difficult for the men to get away from. The inclination to take risks was born in them by the long years of unsafe practices peculiar to railways, and it is going to take more than mere statements to get it out of the minds of men that rules pretended to work for their safety are really expected to be obeyed in all instances.

Almost everything is emergency work with the railway employe, particularly in the transportation department. It has been the belief of railroad men that there is seldom time properly to observe all of the rules for safety; that, if conditions warranted, it might be done occasionally, but if work was being done in a hurry, that safety must be sacrificed for speed and efficiency.

I am constantly urging members of the Brotherhood to join with their companies and do everything possible to reduce the casualty record. It is far better to save the life or limb of one employe than it is to get trains over the road at the sacrifice of life and limb. I do not see any substantial ground on which to base a doubt as to the sincerity of the men who have and will continue to work in behalf of the safety movement, and employes should be constantly urged to take care of their lives and limbs while at work, and I believe there is everything commendable in this new movement for the safety of the men. Anything that will reduce the number of railroad widows and orphans; that will lessen the number of maimed, and will keep our men at work because of decreased danger, must appeal to the great army of railroad men whose courage has never been questioned and whose devotion to duty cannot be doubted.

"Are trainmen becoming careless?" asks "Railway Locomotive Engineering." The editor then proceeds to cite from Charles Francis Adams' old book on "Railroad Accidents" the author's reasons for believing that if our railroads were equipped with the safety appliances to be found on European railroads there would be no railroad accidents in America. The book was written before the Miller platform and buffer, the Westinghouse air brake and the interlocking signal system had come into general use on our railroads, and while railroad managers were still arguing that safe operating depended entirely upon the ability and care of trainmen.

Since that time the railroad companies have continued to equip their train service with every device calculated to promote safety. Automatic signals have been installed in every place where they could be depended upon to keep trains apart, but

still serious collisions seem to increase in number and in violence. The recent report of the Interstate Commerce Commission says that it is again compelled to note the exceedingly large proportion of train accidents due to dereliction of duty on the part of employes, and adds: "Fifty-six of the accidents investigated during the year, or nearly 74 per cent of the whole number, were directly caused by mistakes of employes. These mistakes were of the same nature as those noted by the Commission in its last annual report, namely, disregard of fixed signals, improper flagging, failure to obey train orders, improper checking of train register, misunderstanding of train orders, etc. The errors are exactly the ones which figure in the causes of train accidents year after year."

Are we to infer from this that the train operating men of today have lost the habits of care and vigilance for which they were noted in the long ago?

TEXARKANA SAFETY FIRST.

In connection with article in the November issue of Current Events, relative to our Safety First Committee's campaign work in the public schools of Texarkana, on November 23d, a committee consisting of M. D. Swearingen, Chairman Texarkana Local Safety First Committee, W. C. Rochelle, Claim Agent K. C. S., J. E. Ritchie, General Manager Texarkana Ice Company, and J. E. Segers, Chief Engineer Texarkana Ice Company, made a visit to the balance of the Texarkana public schools which had not before been visited in October. Mr. Rochelle as spokesman for the party after explaining the object of the visit, made short and appropriate talks to the pupils regarding Safety First matters from every point of view, and in such manner that could be well understood by both large and small scholars. After the talk in each school, Safety First buttons were distributed to each and every pupil. All were happy to receive them and promised earnestly to enter into this work with us. The teachers were pleased with the visit and the committee was urged to make frequent visits and talk on similar lines to the children.

Up to date some 2,800 Safety First buttons have been distributed to school children in Texarkana, and it is anticipated that much good will result therefrom.

Every boy and girl of school age in Texarkana, Texas, as well as Texarkana, Ark., is wearing "Safety First" buttons. These buttons were furnished them through the courtesy of Mr. M. D. Swearingen, Local Freight Agent, Texarkana, Texas. It is apparent that they will do much good and that not only the Kansas City Southern Railway Company, but many individuals will profit by them. It is not only the money that has to be spent by the Railway Company in investigating and settling for accidents to persons, but it is the tremendous suffering undergone by the parties injured that is to be considered. The employes in other cities along the line will doubtless take up this movement with a view to decreasing the number of accidents to children. The children of Texarkana are very much interested in the movement and the children in other towns along the line need to have it called to their attention to manifest similar interest.

Bridge timbers, ties and lumber are sometimes unloaded near stations, and these appear, to all intent and purpose, to be away from danger of fire. Idlers and others around the stations drop newspapers and other light trash which sooner or later is piled up against this lumber. A passing engine drops a spark on this paper and a pile of good lumber goes a'glimmering. It will always pay to look for trash or dried dead grass near a lumber pile.

Inspectors using a blue flag to advise engine men that work is being done in or about cars, should see to it that they have a flag that is blue, and that is big enough to be seen and that it is properly placed on a stick in a conspicuous way. Carelessness in this matter may cost someone a leg or an arm or his life, which even an inspector cannot afford to have on his conscience.

Employees engaged in stations, shops and offices might do well occasionally to meditate upon the following propositions:

Could a fire start through some fault of yours?

At least fifty per cent of the fires are preventable and are due to carelessness. We can stop being careless by stopping, looking and thinking.

Disease and fire have a common cause—dirt and carelessness.

The nature of the business is not always the cause of the fire—sometimes it's the man.

Swinging gas brackets have caused many fires by being pushed against inflammable material when lighted.

Do you know that rubber hose gas connections are dangerous and should be replaced by metal pipe?

Do you know that many fires start in buildings at quitting time, due to some unusually careless person. A dozen railroad general offices have been destroyed by fire because some careless clerk dropped a cigarette in a waste basket, or a lighted match on the awnings protecting the windows.

Be careful with matches and strictly observe the "No Smoking" rule. There is a good reason for the rule in every case.

Do you know that oily waste is liable to spontaneous combustion?

Do you pick up all pieces of oily waste that you see and put them in the metal waste can?

Get in sympathy with the proposition to prevent fire loss."

SAFETY FIRST IN A NEW ROLE.

By F E. T. Pearne,
Special Agent New York Terminal.

We have all lauded the meritorious efforts of the safety first propagandist toward the prevention of loss of life and limb. Why not now the promulgation of a safety first issue as respects the conservation of the company's revenue? This article is dedicated to the rank and file of railroad employes and its purpose is to "bring home" to the other reader the great power for good or evil vested in each and every railroad man.

Of all modern institutions there is none whose success is more incumbent upon the diligence of its employes than a railroad with its great scope of activities and necessary expansive field of operation, and at this junction it might be well for us to indulge in a little introspection. We may assume that we are competent. But, are we rendering the greatest possible service to the company that our capabilities permit? Wait! do not answer "off hand," look into your innermost consciousness, ask yourself, Am I giving the best that is in me; or just enough to "get by"? Do not plead extenuation, but give your true self an opportunity for expression and I believe you will be appalled by the results of your self-analysis. You, every railroad man, will subscribe to the fact that no more Herculean task ever confronted a business management than is now faced by a railroad executive in trying to make ends meet, let alone leaving a margin for profit under the prevailing adverse conditions. Do not shrug your shoulders and say, "I should worry," but get in the game. Put forth every effort so that you may be a source of credit to yourself, as well as the company.

Peruse the following list of causes of preventable loss and you will be surprised to find how many apply to your line of duty, if they do not adequately discover those that do.

1st. Rough handling in starting and stopping trains, in switching at stations, on the road, and particularly in yards.

2d. Damage caused through improper stowage.

3d. Live stock and perishable freight delayed in transit.

4th. Failure to re-ice perishable shipments properly before starting and while in transit.

5th. Loading freight liable to be damaged by water in cars with leaky roofs; or cars that are not otherwise water tight.

6th. Freight stolen in yards, in transit and in depots.

7th. Failure to keep proper seal record of cars, received from connecting lines and otherwise.

8th. Failure to properly check freight to and from drays and to and from cars.

9th. Rough handling of freight by employes in loading and unloading from cars.

10th. Failure to properly inspect cars before permitting them to be loaded with grain, to know that they are in fit condition.

11th. Failure to record on waybills and make report of all freight damaged, over and short.

12th. Signing bills of lading without positive knowledge that freight has been received.

13th. Failure to see that all package freight is properly marked and in accordance with marks shown on B|L and waybills.

14th. Freight damaged in handling.

15th. Freight freezing account box car service and failure to note proper exceptions when received.

16th. Concealed damages, concealed shortages.

17th. Damages account negligence of employes.

18th. Damaged when received from connecting lines and no exceptions noted.

19th. Damaged when received from shippers and no exceptions taken.

20th. Careless checking of freight to and from connecting lines.

21st. Frail packages, improper packing, etc.

22d. Damage caused through wrecks, derailments, etc.

23d. Failure to load into car for which

checked and billed, going forward later, but not accompanied by billing.

24th. Erroneous and improper loading.

25th. Failure to take proper exceptions against freight received not in good shipping condition.

26th. Failure to safeguard the company's interest in delivering freight in a damaged condition to consignees.

27th. Failure to inspect shipments of live stock and to take exception against when received from connections in a damaged condition.

28th. Failure to trim down, brace and block off freight, before closing car doors.

29th. Failure to remove freight on platforms when exposed to the rain, to a safe place.

30th. Delivering order shipments without the surrender of the original B|L.

31st. Failure of yard clerks to examine cars before reporting them as empty and to make a list of any packages found in cars.

32d. Carelessness in the matter of making and sending out arrival notices.

33d. Failure to inspect stock cars before loading to see that they are in proper condition in every way to receive live stock.

34th. Failure before loading to properly inspect and clean cars.

35th. Claims caused through misrouting and account of incomplete waybills.

36th. Failure to compare waybills with bill of lading or shipping ticket.

37th. Inaccurate and illegible bills of lading or shipping tickets.

The above mentioned are the principal causes which lead to loss and damage claims; they are not, however, listed in the order of their relative importance. All agents, trainmen, enginemen and others concerned should take every possible precaution to assist in preventing and reducing same, and remember when circumstances combine to make performance of any duty disagreeable, do not run a risk, but apply the principle "Safety First." The prevention of loss, however, is too comprehensive a subject to be dealt with in its entirety in this article and the writer will confine his remarks at this time principally to trainmen and local freights.

Trainmen should at all times co-operate with agents in the matter of discharging and loading freight, switching, etc., especially when setting out cars to place them in the most convenient place for the agent, and giving the agent or clerks sufficient time to get a proper seal record, etc.

Trainmen should call the marks, destination and description of every package discharged, in order to guard against freight being put off at the wrong station and so as to enable the person checking to check against the articles described in the waybills. This freight should be unloaded in freight house, and not on the ground. Particularly is this important in rainy or threatening weather.

Conductors should carefully check all L. C. L. freight picked up by them, to see that it tallies as to quantity, kind and condition with its billing; exercise care in loading, and endeavor not to separate shipments, but load in station order and consolidate whenever it is possible to do so.

Trainmen should use good, sound judgment and endeavor to stow freight properly. Coarse and heavy freights must be loaded on the car floor and not on top of other freight, which may be light and fragile; perishable shipments, produce, eggs, butter, etc., should be handled carefully and no risk taken. Dirty and contaminative freight should be loaded separately from other classes, which it might injure. Turpentine and the like should not be loaded in close proximity to butter and cheese; whenever possible avoid putting in the same car. Fine dress goods should not be placed in a damp or leaky roof car; green hides, empty oil barrels, empty chicken coops and all similar freight should be loaded separately. Conductors should always see that freight partly broken down in way cars is trimmed down and blocked off before leaving a station. When cars are made empty, conductors should personally search all such cars to see that nothing has been overlooked and left in the car; particularly is this important with home route cars, because when property is left in cars going off our rails we seldom get it back; carefully check all freight for non-agency stations, repair any packages noticed in a damaged condition and describe all such damage discovered accurately on the waybill, sign it, and whenever possible procure consignee's receipt. If there is no shed and no one on hand to receive the freight in wet weather, it should not be unloaded and left exposed to the rain, but should be carried by and returned at first opportunity. If way-freight conductors should by mistake have any shipments billed to "Order," or notify consigned to a non-agency station, carry them by and deliver to the agent at the first station where there is an agent. Trainmen should never handle freight without billing to cover and in the matter of "over-freight" should insist on agent astraying same back to destination. Trainmen should never attempt to unload pianos.

barrels, heavy packages, machinery, etc., where there is no raised platform level with the car floor, without the use of skids. Before removing or placing cars on house or team tracks, should ascertain if freight in all such cases already on said tracks in course of loading or unloading is properly stowed, trimmed down and blocked off, in order to prevent loss through damage by shock or otherwise, before switching out. Should trainmen have occasion to transfer freight coming from connecting lines, be careful to exception against all freight in a damaged condition, or short, and be sure the exceptions are noted on waybills or transfer sheets. Grain cars: see that cars are fit for grain before placing, that grain doors are properly applied and that cars are not overloaded. Whenever a car loaded with grain is discovered leaking the leak should be closed.

Make a careful examination of all cars before loading with horses, mules or cattle, to see that there are no projecting nails, splinters, etc., inside of car, or slats of stock cars loose or broken that are liable to cause injury to the stock before loading; see that the cross-bars and doors are in proper order. Count the animals so as to know the number loaded in each car; do not allow hogs or sheep to be loaded in same car with cattle or horses, unless securely partitioned. When receiving stock from connections, look the stock over and in the event of there being any stock down, bruised or injured in any way, whatsoever, note the exact facts on the way-bill or transfer sheet, so as to protect the company from claims arising from all such damages.

Conductors enroute wiring despatches should always state the actual facts as near as possible, should not misrepresent, as the dispatcher will become aware of conditions sooner or later and will be disposed to be dubious in future and rule arbitrarily to erring conductors' recomdations.

All concerned should remember that we have to deliver property in practically the same condition we accepted it; therefore, great care should be exercised at all times, and let "safety first" be your precept.

Red will continue to be the danger signal color despite newspaper reports that "According to Dr. Francis D. Patterson, who has made a study of the danger signal question, industrial accidents will continue to increase in number as long as red is used for danger signal purposes." He suggests the use of blue and yellow in the place of red and green and presents scientific reasons in support of his contention." How potent Dr. Patterson's "scientific reasons" are we have not time to discuss. It would seem, however, that his stand is wholly untenable, as universal use of red and green attests. A subscriber writes to The Record:

In reference to blue as a danger signal, I will say that blue is used as a danger signal in the dwarf signals by the company by which I am employed. The idea of using blue as a dwarf signal is to prevent it being mistaken for someone with a red lantern standing on the track. A man with a red light in his hand standing in the track would naturally hold it in such a way that it might be easily mistaken for a dwarf, and cause confusion.

In my opinion, after twenty-five years as a tower signalman, and a telegrapher, blue makes a very poor danger signal. The blue lights do not show up as well at night as the red, neither can they be distinguished from so great a distance.

Note on Revenue.

Government railways in New South Wales, Australia, have put into effect a uniform increase of 10 per cent in all freight rates and increases in passenger rates of from 5 per cent for through fares to 50 per cent in certain second-class excursion fares. Both sorts of rates were higher to start with than the rates in our country. A like increase here would give our railroads additional revenue to the amount about $170,000,000 per year. The Australian action is drastic, and it is not what the Government-ownership cranks prophesy, but it is honest. Falling back on concealed taxes for support is not honest.

The following is reproduced from the Chicago Daily News, issue of November 19th, 1914, and put out by the Western Weighing and Inspection Bureau, in the form of a circular:

"Saves $6; Pays $5,000 Fine.

"A plea of guilty to a charge of violating the federal law by attempting to obtain transportation of freight at less than published railroad tariffs cost the Mark P. Miller Milling Company of Moscow, Idaho, $5,000. Three other counts against the company were dismissed. The case was prosecuted by H. D. Duncan, an attorney from Washington, representing the Interstate Commerce Commission. The amount involved in three of the counts was less than $6. In the fourth the underbilling, involving a shipment of beans, amounted to $31.50."

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610-11, First Natl. Bank Bldg.,

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Send 10 cents in stamps for sample copy of our paper, 50 cents per year, annual subscription. It contains information vital to the homeseeker and to the Ozark farmer and fruit grower.

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LITTLE RIVER COUNTY, ARKANSAS.

Here, within a compact area, is the largest acreage of rich bottom lands and fertile uplands to be found in Western Arkansas, with a well distributed rainfall of forty inches and practically no waste land. These bottom lands, none of them subject to overflow, produce annually from

Fifty to seventy-five bushels of corn,
Twenty to thirty bushels of wheat,
Forty to eighty bushels of oats,
Two hundred bushels of potatoes,
Three-fourths to one and one-half bales of cotton,
One and one-half to three tons of hay.
Five to seven tons of alfalfa per acre.

and most of the uplands produce two-thirds of this yield.

Little River County won the first prize on cotton and the first prize of alfalfa at the World's Fair in St. Louis in 1904, and the first prize on corn at the Boys' Corn Club Exhibits, Arkansas State Fair, 1909.

An unexcelled stock country with a natural pasturage lasting more than nine months in the year and a soil capable of producing enormous quantities of forage of every kind. A country free from stock diseases, and in which alfalfa is green all the year round; green switch cane keeps stock fat all winter, and where winter soiling crops can be easily and profitably grown; where the winter climate is so mild that but little extra feeding and shelter are required. There is no section of country where hogs, cattle, sheep, horses and mules can be raised more cheaply than here. The water supply is very abundant, pure and of excellent quality, and the thousands of acres of alfalfa, grasses, forage and grain available here make dairying, hog raising and poultry very profitable.

Little River County, Ark., has within its borders the valleys of Red River, Little River and their numerous tributaries, and more than half of its area is good bottom or second bottom land. Three railways traverse the county, and no tract is more than ten miles from a railroad, and with the extension of the M. D. & G. Railway westward no tract will be more than six miles distant. Nearly every acre in this county is tillable land, and there are no rocky or hilly lands in the county.

Splendid little towns are scattered throughout the county, and there are good schools and churches in every neighborhood. Public health is good. Improvements cost less than one-third of what they do in other localities, because building material is very cheap. Our taxes are extremely low, and lands of the best quality can be had at prices ranging from $10 to $35 per acre, some lands cheaper.

Ashdown, the County Seat and largest town, is located near the center, has over 3,000 inhabitants, and is a pleasant place to live in. It is reached from all parts of the county by good public roads. It has three trunk lines of railway, the Kansas City Southern, the St. Louis & San Francisco, and the Memphis, Dallas & Gulf Railways, which afford splendid transportation facilities. There are in Ashdown a cotton oil mill, a stave mill, flour mill, two wholesale grocery houses, two banks, two good hardware, furniture and implement houses, a number of dry goods and grocery firms, a $40,000 court house, a $20,000 school building, a $40,000 brick hotel, three fine churches and numerous other buildings. About six new dwellings and one or two brick business buildings are erected each month, indicating a steady growth.

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